

ROYAL NAVAL DIVISION.
PUBLISHED BY THE
ADMIRALTY, H.M.S. "VICTORIA".
Official permission for taking a
reproduction of 1914, which will be
strictly limited to Public School or
University Men and who will serve
together as a Unit.
Training is now going forward.
Applicants desiring to enrol should
apply at once to
ROYAL NAVAL DIVISION,
6, 7 and 8, Old Road Street, W.
God Save The King.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

CALILE
5 SPEED PORTABLE
MOTORS.
Magneto and Battery
Ignition Combined.
The very latest in Portable
Motors.
ALEX. ROSS & Co.,
Machinery Office,
4, Des Vaux Road Central.
[619]

No. 17,975. 號五十七百九千七萬一第 日五十月一十年卯乙 HONGKONG, TUESDAY, DECEMBER 21st, 1915. 二拜禮 號一十二月二十年四國民華中 PRICE: 33 PER MONTH.

THE HOME MAILS.

TO ARRIVE.

Dec. 21st.—The English mail, per s.s. NOVARA.

TO DEPART.

Dec. 21st.—Europe via Siberia, at 5 p.m., per s.s. NOVARA.

Dec. 23rd.—Shanghai, North China, Japan via Meiji, Victoria, B.O., and Seattle, and United Kingdom via Canada, at 11 a.m., per s.s. YOKOHAMA MARU.

Dec. 23rd.—Europe via Siberia, at 3 p.m., per s.s. SHANTUNG.

Dec. 29th.—Shanghai, North China, Japan via Nagasaki, United States, South America and Canada via San Francisco and United Kingdom via Canada, at 11 a.m., per s.s. SHINRO MARU.

Dec. 30th.—Straits, Borneo, Ceylon, Aden, Egypt and Europe, at 2 p.m., per s.s. NANKIN.

N.B.—For further returns and for Mails to and from the Coast Ports, Manila, Saigon, etc., see the Post Office Notice on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th December, 1914. [724]

PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 " " 10.00 " "	" " 10 "
10.00 " " 11.00 " "	" " 15 "
11.00 " " 12.45 p.m.	" " 15 "
12.45 p.m. to 1.15 " "	" " 10 "
1.15 " " 1.45 " "	" " 15 "
1.45 " " 2.15 " "	" " 15 "
2.15 " " 5.00 " "	" " 15 "
5.00 " " 8.10 " "	" " 10 "
NIGHT CARS.	
4.45 p.m. and 9.00 p.m.	8.30 to 11.00 p.m.
Every Half-Hour.	
1.00 p.m. to 11.45 p.m.	Every Quarter-Hour.
SUNDAYS.	
7.45 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 " " 11.30 " "	" " 10 "
11.30 " " 12.00 noon	" " 15 "
12.00 noon to 1.00 p.m.	" " 10 "
1.00 p.m. to 6.00 " "	" " 15 "
6.00 " " 7.00 " "	" " 15 "
7.00 " " 8.10 " "	" " 10 "
NIGHT CARS as on Week Days.	
SATURDAYS.	
Extra Car at 12 Midnight.	
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vaux Road Central.	
Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season Ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compro order representing Bank Notes.	
JOHN D. HUMPHREYS & SON, General Managers, Hongkong 15th June, 1915. [11042]	

FRENCH LESSONS
G. MOUSSON,
15, MORRISON HILL ROAD.
[1230]

FOR SALE.

CORONATION POSTAGE
STAMPS OF JAPAN,
at \$1 per Complete Set.

GRACA & CO.,
No. 4, WINDHAM STREET,
Hongkong, 15th December, 1915. [1048]

SAVOY HOTEL.

21, BROADWAY, SHANGHAI, CHINA.

THE BEST MEDIUM-PRICED HOTEL
in the City. Near to everywhere, a
providing all modern conveniences.

American or European Plan.

Rates \$4 and \$5 per day

Special terms to monthly guests.

Cable address Telephone No. 2,510.
SAVOY C. A. RIDDLE,
Manager.

MITSU-BISHI DOCKYARD AND ENGINE WORKS.

A.I., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.
Builders and Repairs of Ships, Engines and Boilers, and Electrical Engineers,
Manufacturers of Centrifugal Condensers, Steam Engines, Bronze Castings,
Pumps, Steam Turbines and Turbo-Alternators, etc., etc.

NAGASAKI
TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.
Length on Keel Blocks ... 510 feet ... 350 ... 714 feet.
Width of Entrance on bottom ... 77 " ... 63 ... 88 " "
Water on Blocks at Spring Tide ... 35 " ... 24 ... 34 " "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OUEA MARU," 716 tons and 12 knots.
Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Crane.

KOBE.
TELEGRAPHIC ADDRESS: "DOCK," KOBE.
FLOATING DOCKS.
Lifting Power ... No. 1, 7,000 tons. No. 2, 12,000 tons.
Max. Length of Ship taken in ... 480 feet ... 580 feet.
Max. Breadth of Ship taken in ... 68 " ... 88 " "
Max. Draft of Ship taken in ... 23 " ... 28 " "
The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,000 tons.

HIKOSHIMA (Near Shimoda).
TELEGRAPHIC ADDRESS: "DOCK," SHIMONOSEKI.
GRAVING DOCK.
Length on Keel Blocks ... 365 feet 0 in.
Breadth at Entrance on bottom ... 63 " 0 " "
Depth of Water on Blocks at Spring Tide ... 25 " 7 " "
Floating Cranes capable of lifting 20 tons weight.
THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt execution
of work and to suit the convenience of customers.
Any Orders will be promptly attended to and Estimates sent on application. [606]

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL:
Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS,
BUNKERS AND HOUSEHOLD PURPOSES.
KAIPING COKE:
Competes with the best quality English Cokes for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.
HIGHEST FIREBRICKS GRADE
FIRECLAY.
STOCK ALWAYS ON HAND.
OFFICE: QUEEN'S BUILDINGS, HONGKONG. TEL. ADD.: MAISHAN, HONGKONG
TELEPHONE No. 1030.
DODWELL & CO., LTD.,
Hongkong, 1st October, 1914. AGENTS. [44]

SOUTH MANCHURIA RAILWAY.

TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY
OPENED TO THE TOURIST AND HOLIDAY-MAKER.

THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE
FAR EAST AND EUROPE IS STILL VIA THE
SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.

Owing to the War the THIRICE-WEEKLY EXPRESS TRAIN SERVICE has been
temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed
of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between
Dairen and Changchun in connection with the Trans-Siberian Express Trains and with
Dairen-Seiton (Tientsin) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU"
and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.		SOUTH BOUND.	
1st Class Fare	2nd Class Fare	1st Class Fare	2nd Class Fare
Shanghai to Dairen	Shanghai to Dairen	Dairen to Shanghai	Dairen to Shanghai
...	...	...	...

Railway Trains Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.
To the daily train leaving Dairen at 5 p.m. for Changchun and that leaving Chang-
chun at 11.30 a.m. for Dairen a Compartment Car has been attached, on which First-Class
Passengers can secure sleeping accommodation on payment of Yen 2.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. "Yamato"). At
Dairen, Port Arthur, Mukden, Changchun, and Hongkiang (the latest sea-side resort in
North China), all under the Company's management.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable
at all the Agencies of the International Express Car & Express Trains Co.,
Hansen, Tuck & Co., the Northern Railway, Manchurian, and the
NIPPON YAMEN KAISHA, Shanghai, from whom all information, time-tables, pictorial
guide-books, etc., can be obtained free, or direct from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.
Tel. Add. "Manchuria." Codes: A.B.C. 5th Ed., A.I., and Lieber's.

FUSHUN COAL
THE BEST STEAMING COAL IN THE FAR EAST.
Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots,
and also at Antung, Chefoo, Shanghai, Hongkong, Manila, Singapore, and Peking.

MINING DEPARTMENT.
SOUTH MANCHURIA RAILWAY CO., DAIREN.
[463]

FRENCH STORE.

13, QUEEN'S ROAD CENTRAL.

Entrance next to ASTOR HOUSE.

NOTICE.

We regret to inform our Customers and the Public of Hongkong
that, owing to a series of unfortunate accidents, we have not yet received
our usual shipment of Xmas Goods, Sweets Toys, etc.

We have, however, just received from "COTY," the latest
PARIS CREATIONS IN PERFUMES.
These perfumers are encased in fancy boxes, nicely decorated and are
highly suitable for Christmas Presents.

The following is a list of Perfumes received:—

Essence L'ORIGAN.
OUILLETTE FRANCE.
IDYLLE.
LA ROSE JACQUEMINOT.
JASMIN DE CORSE.
CHYPRE.
LILAS BLANC.
VIOLETTE.

Brilliantine Crystallised.....L'ORIGAN.
JASMIN DE CORSE.
Hongkong, 21st December, 1915. [1253]

APPLICATIONS FOR AGENCIES IN CHINA AND JAPAN.

Should be sent to our Agents:—
MR. T. BUDDIMAN JOHNSTON,
13, Mikawada-machi, Asakusa, TOKYO, JAPAN.

SHACKELL, EDWARDS & CO., LTD.
MAKERS OF
PRINTING INKS
FOR OVER 120 YEARS.
RED LION PASSAGE, FLEET STREET, LONDON, E.C.

NEW CARTRIDGES.

BY popular English Manufacturers.
In all Bore and Size.

SMOKELESS POWDER AND CHILLED
SHOT. From No. 10 to S&S&G. at \$5, \$7 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1915. [1069]

A LING & CO.

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FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description
in Stock.

Developing, Printing and Enlarging.

Quartz Marbles in Various Shades.

TELEPHONE 1219.

Hongkong, 4th February, 1915. [516]

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ALLSOPP'S

BRITISH PILSENER

BEER.

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CALDBECK.

MACGREGOR & C.

WINE & SPIRIT MERCHANTS.

15 QUEEN'S ROAD CENTRAL.

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THE HONGKONG HOTEL AND GRILL ROOM.

J. H. TAOGANT,
Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIGHTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Telephone: No. 373.
Tel. Address: "VICTORIA."

J. WITCHELL,
Manager.

GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

A FIRST-CLASS AND UP-TO-DATE
HOTEL, most Central Location within
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Noted for the best Food, Refreshment
Accommodation and Cleanliness. Cuisine under
European Supervision. A First-Class String
Orchestra renders selections from 5.30 P.M.
to 11.30 P.M.

Special monthly terms for residents and to
Shipping people.

For further particulars apply—

MANAGER.

Telephone 197.

Telegraphic address: "COMFORT."

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and
TOURIST HOTEL. Unrivalled for
Comfort, Health and Convenience. Telephones
in Every Room, prompt connection maintained
by six lines to Central.
Fifteen Minutes from Principal Landing
Stage. Moderate Tariff and Excellent Cuisine.
Roof Garden and Social Rooms. European
Runners meets Steamers.

P. O. FEUSTEL,
Manager.

THE NEW MACAU HOTEL.

THIS LARGE and ROOMY HOTEL
is now OPENED under NEW
MANAGEMENT. The place has been re-
novated throughout and entirely furnished.
Situated on the Praia Grande facing the sea,
a cool breeze is enjoyed all the year round.
LARGE and COMFORTABLE DINING
ROOM facing the sea. Cuisine under
experienced supervision. Terms moderate.

For further particulars, apply to—
THE MANAGER,
Macau.

Tel. Add. "Phoenix," Macau.

1st February, 1915. [127]

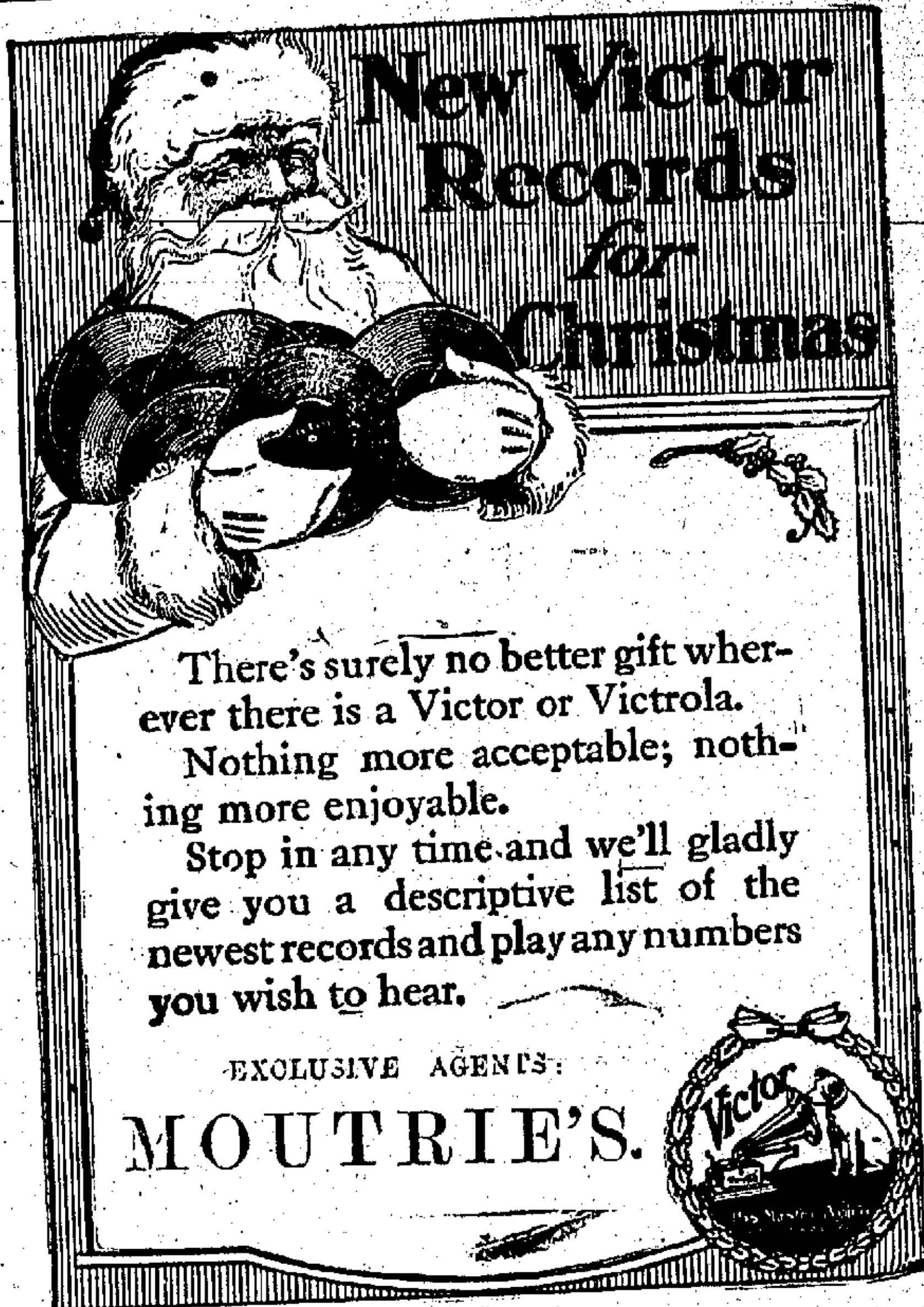
THE VICTORIA HOTEL. CANTON.

Situated on the British Concession,
Shameen,
The only European Hotel in
Canton.

Guides and Chairs provided.
Every information and special
attention given to Tourists.
Reasonable Rates.

Under the personal Management
of Mr. and Mrs. G. E. Byles.

ESTIMATIONS



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There's surely no better gift where there is a Victor or Victrola. Nothing more acceptable; nothing more enjoyable. Stop in any time and we'll gladly give you a descriptive list of the newest records and play any numbers you wish to hear.

EXCLUSIVE AGENTS:
MOUTRIE'S.

ASAHI BEER.



OBTAINABLE EVERYWHERE.
SOLE AGENTS:
WITSU BUSSAN KAISHA.
HONGKONG.

DIRECTORY OF PROTESTANT MISSIONARIES

FOR CHINA, JAPAN AND COREA.

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HONGKONG DAILY PRESS OFFICE
and Local Bookellers.

Price:
Cloth Cover ... \$1.25
Paper ... 0.50

Hongkong, 21st January, 1915

香港中外新報

CHUNG NGOI SAN PO
(Chinese Daily Press)

PUBLISHED DAILY

Is the oldest and still numerably the best
Advertising medium among the
Native Community.

Established for over FIFTY YEARS
Circulates largely throughout Southern China
Indo-China etc.
Terms for Advertising (Translation free) can
be obtained at the Office, 10A, Des Voeux Road
Central, Hongkong, 151, Fleet Street, London
or from the different Agents.
Documents transferred from our late Chinese
or Colonial Office.

ON SALE.

**BOUND VOLUMES OF THE HONGKONG
WEEKLY PRESS, JANUARY to JUNE,
1915. With Index. Price \$7.50.**

On Sale at the "HONGKONG DAILY PRESS"
Office.
Hongkong, 10th August, 1915.

COMPANY MEETINGS.

CHINA TRADERS INSURANCE COMPANY, LIMITED.

At an extraordinary general meeting of the above Company the following special resolutions, which were passed at the meeting held on the 4th inst., were confirmed:

(1.) "That Article No. 9 of the Company's Articles of Association which now reads:—
"The Company shall have a first and paramount lien upon all the Shares of any Shareholder for all monies due to the Company either from him alone or jointly with any other person, and where a Share is held by more persons than one, the Company shall have a lien thereon in respect of all monies due to it from all or any of the holders thereof."

be eliminated in its entirety, and that in lieu thereof the following new Article be inserted as Article No. 9:—

(2.) "The Company shall have a first and paramount lien upon all the Shares Registered in the name of each Shareholder (whether solely or jointly with others) and upon the proceeds of sale thereof, for his debts, liabilities and engagements, and jointly or jointly with any other person, to or with the Company, whether the period for the payment, fulfilment or discharge thereof shall have actually arrived or not, and no equitable interest in any Share shall be created except upon the footing and condition that Clause 33a hereof is to have full effect. And such lien shall extend to all Dividends from time to time declared in respect of such Shares."

(3.) "That after Article No. 33 of the Company's Articles of Association the following new Article be inserted as Article No. 33a:—

(33a.) "Save as herein otherwise provided the Company shall be entitled to treat the Registered Holder of any Share as the absolute owner thereof, and accordingly shall not, except as ordered by a Court of competent jurisdiction, or as by Ordinance required, be bound to recognize any equitable or other claim to or interest in such Share on the part of any other person, Firm, Company or Corporation."

(4.) "That the heading of Articles Nos. 94 to 99 (inclusive) of the Company's Articles of Association read:— 'The Secretary' be altered so as to read 'The General Manager'; and that in the last-mentioned Articles Nos. 94 to 99 (inclusive) wherever the word 'Secretary' appears such word be eliminated and that in lieu thereof the words 'General Manager' be inserted."

(5.) "That in the following Articles Nos. 2, 7, 24, 25, 44, 49, 52, 54, 63, 102, and 123 the word 'Secretary' wherever it occurs be eliminated and that in lieu thereof the words 'General Manager' be inserted."

UNION INSURANCE SOCIETY OF CANTON, LTD.

An extraordinary general meeting of the above Company was held at the office of the Company, 2, Queen's Buildings, yesterday, for the purpose of confirming resolutions which were passed at an extraordinary general meeting on December 4th. Mr. S. H. Dodwell presided, and there were also present the Hon. Mr. P. H. Holyoak, Messrs. W. L. Patterson, J. W. C. Boulton, G. T. Edkins, and A. Forbes (Directors), Mr. C. Montague Ede (Secretary), and Messrs. Ho Fook, W. Dunbar, W. R. Mansfield, and R. F. Hall.

The notice convening the meeting having been read, the Chairman said—Gentlemen, the object of this meeting is to submit for confirmation a special resolution which you have just heard read, and which was passed at the extraordinary general meeting held here on the 4th of this month. I beg to propose that that resolution be confirmed.

Mr. W. DUNBAR seconded, and it was carried unanimously.

The resolution is as follows:—
(1.) "That the Capital of the Society be increased to \$4,000,000 (Four Million Dollars) by the creation of 3,000 (Three Thousand Six Hundred) Additional Ordinary Shares of \$250 (Two Hundred and Fifty Dollars) each (whereof \$100 (One Hundred Dollars) shall be credited as paid up) ranking for Dividend and in all other respects pari passu with the Existing Ordinary Shares of the Society; and that the said Additional Shares, so far as shall be necessary for the purpose, be issued to those Shareholders of the China Fire Insurance Company Limited, who have accepted or shall accept the Society's offer made to them on the 4th day of August, 1915, such issue being in accordance with the terms of a contract or memorandum in writing made or to be made pursuant to the said offer and to be filed with the Registrar of Companies; and that the balance (if any) of the said Additional Shares be disposed of by the Society's Board of Directors in such manner as they shall think most beneficial to the Society."

(2.) "That Article No. 9 of the Society's Articles of Association which now reads:—

"The Society shall have a first and paramount lien upon all the Shares of any Shareholder for all monies due to the Society either from him alone or jointly with any other person, and where a Share is held by more persons than one, the Society shall have a lien thereon in respect of all monies due to it from all or any of the holders thereof."

be eliminated in its entirety, and that in lieu thereof the following new Article be inserted as Article No. 9:—

(9.) "That Article No. 9 of the Company's Articles of Association which now reads:—
"The Company shall have a first and paramount lien upon all the Shares of any Shareholder for all monies due to the Company either from him alone or jointly with any other person, and where a Share is held by more persons than one, the Company shall have a lien thereon in respect of all monies due to it from all or any of the holders thereof."

be eliminated in its entirety, and that in lieu thereof the following new Article be inserted as Article No. 9:—

SHIPPING FREIGHTS AFTER THE WAR.

What will happen when all the owners of passenger steamers have their vessels landed back to them? There is not at all likely to be any boom in the passenger trade. At present the Government are operating so many of their vessels that their services are very much curtailed, but even then, they are finding that the accommodation provided is more than sufficient for the demands of the trade. Steamers are sailing for the United States with less than a quarter of their passenger accommodation booked, and of their passengers very few are genuine emigrants, as the term was understood before the war. Many of them are American munition workers, returning home on the conclusion of their engagements in Great Britain. Others are men who have come across in charge of horses, while there are always a few returning American tourists and business men. To Canada, Australia and New Zealand there is practically no passenger trade, and there are no signs of any revival.

So long as so many liners are retained by the Government this does not matter very much, but it is quite obvious that there will be an excess of tonnage on the principal passenger routes, for some time after the war is over, and that the shipowners concerned will not have their sorrows to seek. At present some of the Companies are converting passenger accommodation on their large steamers into cargo spaces, and devoting one deck, instead of two or three, to passengers. In all probability this process will be extended considerably, for the immediate future of shipping lies more in cargo than in passengers, and the day of the "cargoe liner" is with us more than ever. It was coming rapidly enough, but it has been hastened greatly by the war, and the purely passenger liner is not now the great boat it once was.

British shipowners will also have their work cut out for them if any are to regain all the trade that has been picked up on their routes by those of neutral countries while they are helping to save Europe for civilisation. It is remarkable how the foreigner is getting his finger in the pie everywhere. It must be a very fine thing indeed to live in neutral countries these days, and we need not wonder that the manufacturers and traders of these countries are straining every nerve to keep out of the war, so that they may remain in the position of being able to deal with all the combatants and to deal at high rates—the work which the combatants were in the habit of doing. The extent to which foreign shipowners are entering for British trade is finely seen in the traffic which is being done with Scottish ports. The timber trade with the Clyde and the Forth is very largely in the hands of Scandinavian owners, while neutral steamers now visit Glasgow far more frequently than before with all sorts of cargo from all parts of the world. It is also very noticeable that foreign-owned sailing ships have got a fine new lease of life. These are carrying timber from the St. Lawrence, the West Coast of America, and other parts, and are arriving quite frequently on the Clyde and elsewhere. The sailor will, no doubt, soon fall back to its position of tenth-rate importance when once the steamer comes to its own again; but we cannot assume that the foreign-owned steamer will also retire automatically to make way for the British. There will be far keener international competition after the war than there was before it, and the cheaply-operated foreign tramp will not be ousted all at once. He may not have come to stay, but perhaps he thinks he has, and that means a great deal.—Fairplay.

(9.) "The Society shall have a first and paramount lien upon all the Shares Registered in the name of each Shareholder (whether solely or jointly with others) and upon the proceeds of sale thereof, for his debts, liabilities and engagements, and jointly or jointly with any other person, to or with the Society, whether the period for the payment, fulfilment or discharge thereof shall have actually arrived or not, and no equitable interest in any Share shall be created except upon the footing and condition that Clause 33a hereof is to have full effect. And such lien shall extend to all Dividends from time to time declared in respect of such Shares."

(3.) "That after Article No. 34 of the Society's Articles of Association the following new Article be inserted as Article No. 34a:—

(34a.) "Save as herein otherwise provided the Society shall be entitled to treat the Registered Holder of any Share as the absolute owner thereof, and accordingly shall not, except as ordered by a Court of competent jurisdiction, or as by Ordinance required, be bound to recognize any equitable or other claim to or interest in such Share on the part of any other person, Firm, Company or Corporation."

(4.) "That the heading of Articles Nos. 95 to 100 (inclusive) of the Society's Articles of Association read:— 'The Secretary' be altered so as to read 'The General Manager'; and that in the last-mentioned Articles Nos. 95 to 100 (inclusive) wherever the word 'Secretary' appears such word be eliminated and that in lieu thereof the words 'General Manager' be inserted."

(5.) "That in the following Articles Nos. 2, 7, 25, 36, 45, 47, 52, 55, 54, 94, 102, and 123 the word 'Secretary' wherever it occurs be eliminated and that in lieu thereof the words 'General Manager' be inserted."

(6.) "That in the following Articles Nos. 2, 7, 25, 36, 45, 47, 52, 55, 54, 94, 102, and 123 the word 'Secretary' wherever it occurs be eliminated and that in lieu thereof the words 'General Manager' be inserted."

(7.) "That in the following Articles Nos. 2, 7, 25, 36, 45, 47, 52, 55, 54, 94, 102, and 123 the word 'Secretary' wherever it occurs be eliminated and that in lieu thereof the words 'General Manager' be inserted."

WAR NEWS.

BULGARIAN ATROCITIES.

THE WORST HORRORS OF WAR SURPASSED.

An official French report distributed by wireless says—

Refugees arriving in Salonika from Serbia are supplying the most terrible details concerning the atrocities perpetrated in their country by the Bulgarian soldiers. The worst horrors of the war in 1913 have been surpassed in the present campaign. All Serbians who fall into the hands of the Bulgarians are massacred without consideration to their age or their sex, with the utmost refinement of torture. Unnameable acts of cruelty have notably been placed in the neighbourhood of Nis, where hundreds of women and children were burned alive in the churches, where they had taken refuge in the hope that the sacred character of their shelter would command the pity of the invaders.

In Macedonia everything has been systematically pillaged and burned, and to such an extent that nothing, not a single house, is left standing wherever the Bulgarians have passed.

RELICS FROM RHEIMS.

STRANGE STORY OF "DEALS" IN AMERICA.

According to newspaper statements (says a Central News message from New York) American art dealers have invited offers from wealthy connoisseurs for several pieces of sculpture purporting to come from Rheims Cathedral.

No information is obtainable as to the manner in which these treasures have reached the United States, and it is a matter of common knowledge that the greatest precautions have been taken in France to prevent looting from the bombarded cathedral.

A certain munitions magnate is understood to have purchased from a Fifth Avenue dealer the head of an angel, an exquisite example of thirteenth century art. This is said to have been sold with every evidence of authenticity and under the guarantee of a house which has been in touch with amateurs in all parts of the world for many years.

The head is of the peculiar limestone which was used in many sculptures of this period. Although broken at the neck, as though dislodged or knocked away from the body to which it was attached, it is in a perfect state of preservation as far as the features are concerned.

AN OPTIMISTIC VIEW OF THE BALKAN SITUATION.

Professor Pollard, speaking recently at University College, took an optimistic view of the situation in the Balkans. With regard to the loan to Greece, he said it seemed rather a superfluous luxury to provide the sinews of war for a Power whose ultimate position was open to so much doubt. We had no particular reason to help Greece in her difficulties, and so far as could be seen from the present situation it would pay Greece to join the Allies rather than remain outside.

What the Germans described as a corridor—the passage through the Balkans towards Asia—might be better called a conduit, or a reservoir, for any forces withdrawn from the Eastern or Western theatre must weaken those centres without really helping the Ottoman Power. It was agreed that munitions might be sent through to Turkey, but in the long run munitions were far less important than men. Even if Germany were to secure the land route to Asia, success in the end would still, as all history has shown, be in the hands of the maritime Powers. As time progressed, it was obvious that Germany must call for men to hold the territories which she had conquered, with a diminishing supply on which to draw, while the Allies could place in the field an increasing force to oppose them.

CANADIAN WAR HERO. SANG WHILE HIS ARM WAS BEING AMPUTATED.

Sergeant Wells, a Canadian who lost an arm as the result of wounds received in Flanders, has arrived at his home in Vancouver (says a Central News Montreal message), having been exchanged after spending four months in a prisoners' camp in Saxony.

When he was found by the Germans on the battlefield he was taken to a temporary dressing station, and there met a young German officer who was very kind. "He told me that the Canadians were brave men, and I thanked him for his praise," says Sergeant Wells, "whereupon he ordered some of his men to take me further back in an ambulance, so that I should be out of the gas, the use of which he had deplored to me as not being war fare as he understood it."

"I thought I was in clover, but the party had only got out of sight when they ordered me out with 'Walk, you Canadian pig!' and when I saw those bayoneted I walked."

The wounded man was put in hospital at Roulers, where his arm was amputated. The German gas having weakened his heart, it was not thought wise to give him chloroform. "There was a little Belgian nun," he says, "acting as a nurse, and while the doctor sawed she took my hand, and in broken English said: 'You sing! What you sing? Maybe 'God be with you' till we meet again.'"

"And holding her hand I sang. It must have been beautiful music, but she held it to my hand and I gelled the hymn from first verse to chorus and back again. That little nun was afterwards sent by her superiors to the Danish West Indies, and when she got as far as New York the first thing she did was to send a long letter to my brother telling her all about me and how I had got through the operation."

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

LEAVE.

1.—Sapper S. Hamer is granted leave of absence from 1st January, 1916, to 1st January, 1917.

PROMOTIONS.

2.—2nd-Cpl. D. Austin, Engineer Co., to be Corporal, dated 14th December, 1915.
2nd-Cpl. J. R. Kinghorn, Engineer Co., to be Corporal, dated 14th December, 1915.
1st-Cpl. A. Davidson, Engineer Co., to be 2nd-Corporal, dated 14th December, 1915.
1st-Cpl. S. Jex, Engineer Company, to be 2nd-Corporal, dated 14th December, 1915.
Sapper T. F. O'Sullivan, Engineer Co., to be 1st-Corporal, dated 14th December, 1915.

PARADES.

3.—Parades for Tuesday, 21st inst.:—
7 a.m. Members of Signalling Section and other Signallers as detailed in Signalling Section Order, dated 8th December, 1915. Morse flag practice at Headquarters.
5.10 p.m. Centre Section M.G. Co., Machine Gun drill at Kowloon Docks. Launch leaves Statue Pier, at 4.30 p.m.

5.15 p.m. Nos. 1 and 2 Sections Artillery Battery, 10 p.m. drill at Headquarters. Sergeant Bradley will attend.

5.15 p.m. Right Section M.G. Co., Section drill and Musketry exercises on Cricket Ground.

5.15 p.m. Left Section M.G. Co., Machine Gun drill at Headquarters.

5.15 p.m. No. 1 Section Scouts Co., Bayonet fighting at Headquarters.

5.15 p.m. Nos. 2, 3, and 4 Sections Scouts Co., Drill on Cricket Ground.

5.15 p.m. Civil Service Co., Drill at Headquarters.

5.15 p.m. Recruits of all units (except Right Section M.G. Co. and Sig. Section), Squad drill and Rifle exercises at Headquarters under S. M. Eighy.

5.15 p.m. Stretcher Bearer Section, Instruction at Headquarters.

DETAILS.

4.—Gun Club Hill, Kowloon:—
On duty until morning of 26th inst.: H.K.V.R.

Next for duty: Right Section M.G. Co. Officer on duty: Lieut. Kennett.

On duty until morning of 26th inst.: H.K.V.R.

Next for duty and officer on duty: December 26th, Scouts Co.: Capt. Stewart.

December 27th, Scouts Co.: Lieut. Weall.

December 28th, Scouts Co.: Lieut. Murphy.

December 29th, Centre Section M.G. Co., Lieut. Wright.

December 30th, Civil Service Co.: Lieut. Linsell.

December 31st, No. 2 Section Artillery Battery, Lieut. Danby.

January 1st, No. 1 Section Artillery Battery and Left Section M.G. Co.: Capt. Armstrong.

Orderly Sergeant from December 26th to January 2nd: Corp. W. Brown.

G. E. STEWART, Capt., Adjutant, H.K.V.R.

HONGKONG VOLUNTEER RESERVE.

ORDERED BY MAJOR WAKEMAN, O.C., H.K.V.R.

Hongkong, 20th December, 1915.
Extract from Routine Order No. 365, Monday, 20th December, 1915.

REGIMENTAL COURT-MARTIAL.
A Regimental Court-Martial, composed as under, will assemble at the Volunteer Headquarters, Garden Road, at 10.30 a.m., on Tuesday, the 21st instant, for the purpose of trying by Regimental Court-Martial No. 330 Corporal George Martin, Hongkong Volunteer Reserve, and such other accused as may be brought before it.

President:
Major I. B. F. Currie, 87th Co., R.G.A.

Members:
Captain C. Champlin, Calcutta Volunteer Rifles, attached H.K.V.R.
A Subaltern, 4th K.S.L.I. (with not less than one year Commissioned Service).
G. K. H. BUSTON, Capt., Adjutant, H.K.V.R.

HONGKONG POLICE RESERVE.

MUSKETRY COURSE, PART I.
Part I of the Musketry Course having closed on Sunday, December 19th, the M.I. reports the following highest scores:—

BEST IN THE CORPS ON THE STAFF.
Inspector Sirdar Khan 80
Sergeant-Major Roylance 78
Inspector McEwan 76
Musketry Instructor Chinchen 73

NO. 1 CO. 1ST AND 2ND BATTALIONS.
Inspector Lammer 78
P.C. Butterfield 77
P.C. Penning 77
P.C. W. F. Ford 75
P.C. Macdonald 75

3RD AND 4TH BATTALIONS.
Sergeant Khawes Khan 77
P.C. K. Hossain 76
P.C. D. Rijnjahn 73

NO. 2 COMPANY.
P.C. P. Roza 75
P.C. F. M. Cruz 75
Sergeant E. Ribeiro 70
Sergeant P. C. Roza 70
Sergeant P. C. Xavier 68

NO. 3 COMPANY.
P.C. Wong Cho Ting 77
P.C. Sergeant Chow Pak Tim 74
P.C. Owen Chan 70
Sergeant James Wong 70

P. C. JENKIN, D.S.P. (Reserve).

ZEEBRUGGE HARBOUR CHOKED WITH SAND.

According to the *Echo Belge*, the harbour of Zeebrugge, which the Germans wanted to transform into a naval base, is completely choked up with sand as a result of the lack of men to continue the necessary work. The harbour will remain unserviceable for a long time.

CANTON WITH A "K."

ENEMY TRADING CASE AT THE MAGISTRACY.

T.K.K. FINED \$250.

The Toyo Kisen Kaisha Steamship Company were summoned at the Magistracy yesterday for alleged trading with E. Albers, a German subject resident in Canton, by obtaining a package from him for transmission by the *Dairen Maru*.

Mr. G. N. Orme appeared on behalf of the Crown, and the defendants were represented by Mr. E. J. Grist.

Mr. Orme said the summons against the T.K.K. was for receiving a parcel from Canton and transmitting it by their steamship line, that parcel having been sent by an enemy subject in Canton, named E. Albers. The facts, he would prove, were that the man Albers wrote a short memorandum to the defendant Company's Hongkong office, saying that he was sending a parcel of goods which were to be transmitted to New York through the Toyo Kisen Kaisha; that the parcel duly arrived and was transmitted by the defendants by the *Dairen Maru*, bound for San Francisco. On the following day Albers also sent a post-card with further reference to this parcel. He would submit, on the point of negligence, that a careful reader of the notes would have come to the conclusion that they were written by a German. For instance, the word Canton was spelt with a "K." The first letter was dated the 29th October, 1915, and the address given was 40, British Consession, Shanghai. It informed the Company of the sending of the parcel by the *Charles Hardouin*, and said that freight would be paid either at the destination or, if necessary, by himself. The post-card, which followed practically immediately, read "I forgot to state that the contents of the parcel shipped to-day are purely personal effects."

Mr. Grist—These letters had apparently been delivered to the Toyo Kisen Kaisha, and they had come through the ordinary post in the ordinary way. No one knows quite well that the Germans are not allowed to communicate with Hongkong by the ordinary mail from Canton, and yet this memo, and post-card came through the ordinary mail and were delivered to my clients. They were sent back to Canton by my clients to the agents, and it was not until the notes were sent back that the Crown got them.

Mr. Orme said he admitted that.

Mr. Grist—The point I wish to make is that there was good reason for the defendant firm to suppose that Albers was not a German. We have for a long time past taken all precautions that we possibly could not to ship any German cargo. A representative of the defendant Company, deposed that the memo, and post-card came simultaneously to him through the post. The parcel was about 50 lbs. in weight. At the time he received the parcel he had absolutely no knowledge that Albers was of German nationality. His name did not strike witness as being necessarily German, because the Company itself had an employe of that name, who was an American subject, in the office at San Francisco.

Mr. Grist—As a matter of fact you have refused a good deal of German cargo, have you not?—Yes, I should estimate it at between 5,000 and 6,000 tons.

And you take all possible precautions to shut out German cargo?—We do.

Mr. Orme proceeded to peruse a copy of the *Directory* and *Chronicle* for China, Japan, etc., and witness said that he did not look through the *Directory*.

Mr. Grist—As a matter of fact you deal with a lot of cargo?—Yes, and if we spent our time looking through the *Directory* to see whether all shippers were or were not German the ships would never go. At the time of the shipment concerned, we had four ships in port. We being the second carriers accept it that the first carriers would have made the necessary investigations. We accept it as a matter of course.

Mr. Orme—Do you spell Canton with a "K"?—No, certainly not.

His Worship—Don't you know German handwriting?—Yes, but Dutch is very similar.

Mr. Orme—The writing has a very Teutonic aspect.

The letters were placed before the witness in the box, and he said the writing did not look like German. The signature was certainly not like a German signature. Witness emphasised that there were American citizens possessing the same name, and it was very difficult for shipping Companies to discriminate. They

were sometimes permitted to accept shipments from a firm having a German name while sometimes they were not allowed to accept shipments from firms having British names because they were faked or misleading. He believed the authorities are now preparing a list for their guidance.

Mr. Orme said that the name of Albers appeared in the *Directory* and *Chronicle* under the German Consulate at Canton, and also in the list of foreign residents.

Witness—We never turned up this *Directory*, but I know now that he is in the German Consulate at Canton.

Mr. Orme—You consider that the precautions should have been taken on the first voyage?—Yes.

And in this case you expected that precautions would have been taken on the voyage by the *Charles Hardouin*?—Yes, I did.

His Worship—The *Charles Hardouin* is now a Chinese ship. It used to be French.

Mr. Grist—It belongs to a local Company, I should not like to say of what nationality.

Mr. Orme—Your assumption that Albers was not a German was made somewhat easier because you have agents always in the ports from which you receive goods?—In this case there was a departure from the usual procedure that is not infrequent. It did not come through our agents in Canton.

His Worship—Could you not have exercised a little more care and looked up this *Directory*?—The bulk of our cargo is transshipment cargo.

Mr. Orme—In this case you communicated with your agents after you had sent the package?—We turned the bills of lading over. In the first place I judged that this would be a missionary's personal effects, simply on account of the parcel coming through in the way it did. Persons in Canton knowing our agents would give parcels to them, but missionaries not knowing them would send their package direct. There is a further point I would like to make. The bills of lading were sent through the post to our agents at Canton, and we know perfectly well that we are not permitted to communicate with an enemy in China.

His Worship—Do you say, Mr. Grist, that the prosecution has to prove *mens rea*?—I should think it is for the prosecution to prove, perhaps not *mens rea*, but at any rate culpable negligence. At any rate this is not a case in which there could be any presumption of criminality.

His Worship—Oh, no, of course not.

Mr. Grist said his clients had in no way been negligent in these things, and they had done all they possibly could. There was nothing in Albers' writing to put them on the scent. The letters were posted in the British Consession, and the Government officials in the Post Office had passed them and delivered them.

His Worship—That point is in your favour, I must say.

Mr. Orme said he regretted that he could not agree with his friend when he said this was a case where the Crown should not press for a conviction. It was most necessary in a port like Hongkong that we should exercise all vigilance, and certainly inflict penalties where the law had been either ignored or insufficiently regarded.

Speaking of the procedure in the Post Office, he said that when letters came in in bulk they were emptied on the floor, and minor officials had orders to separate roughly letters, and sometimes post-cards, which seemed to require further inspection by higher authorities, who exercised the power of Censorship. In the first journey of the post-card and the memo, there was negligence on the part of junior officials—Chinese postmen—in that they were not seen until the second time, when they came back under cover. He submitted that the Crown should not be compelled to prove *mens rea*. As to negligence, his Worship would have to consider that in regard to the penalty. He thought defendants should have seen the *Directory* and *Chronicle*. He thought also that in the case of a private communication from a place where a firm had an agency they should first consult the agency where there was a possibility of doubt. That there should not have been any possibility of doubt was incredible. There was Canton with a "K" for instance. In regard to the statement that the Company had shipped 5,000 or 6,000 tons of cargo, Japan was our Ally, and one would naturally expect an Ally to be more careful than a neutral.

Mr. Grist—I might say that we have had the strictest orders from the Head Office to take every possible precaution.

Mr. Orme concluded that the defendant Company had helped the Crown all they could in the case, and had in no way tried to thwart them. He did not wish to ask for an exemplary fine. Imprisonment had been asked for in nearly every case at Home, but, of course, the Crown did not ask for that in this case.

His Worship—I have already expressed my views on the subject that it should not be incumbent upon the prosecution to prove *mens rea*. There was a certain amount of negligence in this case, and most of the negligence was in not looking at this *Directory*. This law must be very strictly followed, but taking all the points in this case into consideration I think justice will be satisfied by my ordering defendants to pay a fine of \$250.

ALLEGED ENEMY TRADING.

THE CASE AGAINST THORESEN AND COMPANY.

At the Magistracy yesterday Mr. Hazell again had before him the case in which Messrs. Thoresen & Co. are charged with trading with the enemy.

Mr. G. N. Orme, of the Crown Solicitor's Department, appeared for the prosecution, and Mr. F. C. Jenkin, instructed by Mr. Preston, was for the defence.

Mr. Orme mentioned that in the case of the charge against Carl Jensen, the summons had been taken out before they knew the facts of the case. He was the writer of the letter and they did not know whether Thoresen & Co. would accept responsibility. They were now proceeding against Thoresen & Co.

Mr. Jenkin asked if the summons against Carl Jensen would be withdrawn.

Mr. Orme said it would be. The summons was for trading with Pasdag & Co. The actual offence was that of supplying five cases of petroleum stoves to Pasdag & Co., of Amoy. It was understood that the stoves came out from Home, but as far as they were concerned the goods went out of British protection and passed to Pasdag & Co., who were Germans.

Inspector O'Sullivan spoke of visiting the offices of the defendant Company on November 3rd. He saw Mr. Jensen and the Acting Manager, Mr. Olsen. He showed them two bills of lading, a bill of expenses, and two letters, produced. Mr. Jensen admitted having shipped the articles detailed in the documents produced. Witness asked Mr. Olsen about the documents, and he admitted that they were written by his Company. He also admitted that the first bill of lading related to goods which had been shipped to Amoy by his Company. Mr. Jensen admitted that Pasdag & Co. were a German firm. Witness asked him why the goods were consigned "to order," and he replied that if they were consigned to Pasdag & Co. no shipping Company would accept them.

Questioned by Mr. Jenkin, witness said that he was not aware that the goods were shipped by Duff & Co., Gottenberg, Sweden, to the Euklen Drug Co., Amoy; he had not seen the manifest.

Mr. Jenkin—But one of the exhibits put in by you shows that you have heard of the Euklen Drug Co. before, have you not, in connection with an enemy trading case?—I have.

But you have not endeavoured to find out who they are?—No. Witness added that according to the bill of lading he saw the goods were consigned "to order."

Mr. Jenkin repeated his query as to whether Inspector O'Sullivan had not been made aware, during the preparation of the case, that the goods were being consigned to the Euklen Drug Co. Witness replied that he had heard something about the store. Answering further question, witness said that he did not know the goods came into the Colony by the s.s. *Arabien*, of the East Asiatic Company, but he had been informed that the defendant firm were the agents of that Company here; Mr. Olsen and Mr. Jensen told him so.

Mr. Jenkin then asked if Pasdag & Co. were not the agents for the East Asiatic Company in Amoy?—Witness replied that Mr. Olsen informed him that they were.

Mr. Jenkin produced a document and asked if this did not show that the total amount the firm made out of the whole transaction was 25 cents?—Witness replied that he was unable to say this; they seemed to have made so much percentage on each package.

Do you know that the defendant firm had permission from the Superintendent of Imports and Exports to export these goods?—I do know that.

Do you know that all the defendant firm did was to tranship these goods?—From what I can learn they did tranship from Hongkong to Amoy the goods mentioned.

Do not all the documents which you have had in your possession for six weeks show that the defendants merely transhipped these goods?—They do show that they were transhipped for forwarding to Amoy.

Have you ever heard of goods being transhipped without being forwarded?—It is not the usual thing. (Laughter.)

Are you aware that the defendant firm were merely transhipping for their principal in Sweden, goods which were being forwarded to Amoy?—These papers seem to show that that was so.

Mr. Jenkin referred to a *Government Gazette* notice which, he said, showed that prior to October 14th the Government recognised the lawfulness of transhipment. He also asked witness if he also did not think that this was so?

Inspector O'Sullivan, after reading the notification, said there appeared to have been a doubt on the subject.

Mr. Jenkin—That is from your reading of it; I have no doubt on the subject. Do you know that when this letter (produced), written by Mr. Jensen, was not answered by Pasdag & Co., Mr. Jensen went at once and saw the Captain Superintendent of Police?—I have never been told that.

Again, do you know that, wondering if anything was wrong, Mr. Jensen took with him the whole of the documents?—I do not know that.

All this before the summons was taken out?—I do not know anything about that subject.

Do you know that these five cases of goods have been delivered to the consignees by the Osaka Shosen Kaisha, and were never touched by Pasdag & Co.?—I do not know that.

You have made inquiries at the Osaka Shosen Kaisha offices, have you not?—Yes, several times.

The hearing was again adjourned.

UNABLE TO PAY DEBTS.

CHINESE INSURANCE COMPANY WOUND UP.

At the Supreme Court yesterday, an application was heard by the Chief Justice for an order of the Court for the voluntary winding up of the Yuen On Insurance, Exchange, Loan and Godown Company, of 134, Bonham Strand, Hongkong.

The application was made on behalf of the Company by Mr. F. C. Jenkin, who said there was no opposition. Mr. Shen-ton had appeared in Court on behalf of a number of creditors on the previous occasion when a date for hearing was being fixed and he had had nothing to say against the application. A resolution had been passed by the shareholders for the winding up of the Company.

Mr. Jenkin added that the Company was insolvent and unable to pay its debts, which was owing to the large number of claims made upon it by reason of fires at Canton. The available assets were \$20,000, and there was also a sum of \$40,000 due for unpaid capital, but the larger part of that sum was not recoverable. There were several actions pending against the Company and some more would be commenced in the course of the next few days. In the circumstances, the directors felt that it was only just and equitable that the Company should be wound up and the assets properly distributed under the supervision of the officials of that Court. That was done with the idea that the whole of the creditors would be properly treated in the distribution of the assets. They also applied that Mr. C. A. de Rza should be appointed Liquidator.

His Lordship made the order.

AT THE MAGISTRACY.

CHARGE AGAINST TRAM CONDUCTOR.

Before Mr. J. B. Wood, a Chinese tram conductor was charged with defrauding the Hongkong Tramway Company by selling old tickets.

A tramway inspector stated that defendant said he had lost money by gambling and had little wages left.

His Worship sent defendant to gaol for six weeks.

DARING THEFTS FROM MESSRS. POWELL, LTD.

Last Wednesday a Chinese darted into the side entrance to the shop of William Powell, Ltd., seized a felt hat, and ran off with it. He repeated his trick on the following day, and again on Saturday. On the latter occasion, however, he was observed by a Chinese detective, and arrested. In his possession were found pawn-tickets with respect to the other two hats, which he admitted stealing. Defendant was yesterday sentenced to a month's hard labour.

IMPRISONMENT FOR A THEFT.

A servant employed by Messrs. Palmer and Turner, figured as complainant in a larceny case at the Magistracy yesterday. It was stated that the defendant slept in complainant's quarters on Sunday night, and was observed going away with certain of the latter's property, including a silver watch, a jacket, socks, and a cap, as well as a pair of shoes belonging to another foki. He was stopped by an Indian watchman, employed by Messrs. A. S. Watson & Co., and taken to the station by L.S. Cotton. Mr. Wood sent the man to prison for six weeks.

ST. VINCENT DE PAUL SOCIETY.

SUCCESSFUL TOY BAZAAR.

The Toy Bazaar, in aid of the funds of the poor under St. Vincent de Paul's Society, took place on Sunday afternoon, under the patronage of the Rt. Rev. Bishop Pozzoni. The weather was bright, and the compound was gaily decorated with flags and festoons. The attendance of children was very large. The Band of the Police Reserve, with the permission of Mr. F. C. Jenkin, D.S.P., was in attendance during the afternoon, under the conductorship of the Bandmaster I. da Costa, and also the Orchestra Philharmonica, under Professor Gonzalez. A very pleasant afternoon was spent by those who attended.

We are asked by the General Committee of the Society to thank His Lordship the Bishop and all the ladies and gentlemen who co-operated for the success of the Bazaar, and to all the members, both of the Band and the Orchestra, for their valuable services. We understand the proceeds of the Bazaar realized the sum of \$400.

The following is a list of the various stalls:

CATHOLIC WOMEN'S LEAGUE STALL.—Messames, E. L. Rozario, E. H. Summers, J. O. Remedios, L. G. Xavier, the Misses M. and L. Loureiro, Esther Xavier, Edith Carvalho, Eveline Luz, L. Colloco, C. Rozario, B. Castro, and Franco.

TOY STALL.—The Misses Baptista, Miss J. Gardiner, Mrs. A. F. Osmund, Mr. A. Baptista, Mr. and Mrs. A. J. C. Rocha, Mr. and Mrs. J. C. V. Ribeiro, and others.

FOR STORIES.—Ring and Balls under the able supervision of Mr. M. F. Baptista.

TEA AND REFRESHMENT STALL.—Mrs. A. F. Silva-Netto, Mrs. Charlton, the Misses Summers, M. A. Rozario, Angela Alves (members of the Catholic Women's League), the Misses Barretto, Braga, Rosa, and Monteiro (pupils of Italian Convent).

BAR.—Messrs. A. G. Rocha, B. M. Cunha, A. V. Barros, and M. Leon.

Messrs. Lane, Crawford & Co. have just received a consignment of dolls, each of which, being unbreakable, may be described as "a thing of beauty and a joy for ever." That they will appeal almost as strongly to parents as to the children is a foregone conclusion, so that those who desire to give pleasure to the little ones at this festive season and at the same time study economy would be well advised to obtain one without delay. For the convenience of those desiring to make purchases Messrs. Lane, Crawford & Co. are keeping their store open every evening this week, until 6 o'clock.

INTIMATIONS

LANE, CRAWFORD & Co.

(ESTABLISHED 1850).

(TELEPHONE 1741.)

HAVE A LARGE SELECTION OF THE LATEST NOVELTIES IN INDOOR AND OUTDOOR GAMES WAR GAMES, TABLE GOLF, RACE GAMES, ETC.

INSTRUCTIVE TOYS FOR BOYS & GIRLS. BABY DOLLS. USEFUL PRESENTS IN ALL DEPARTMENTS. TABLE DELICACIES CRACKERS.

OPEN TILL 6 P.M. ON XMAS WEEK.

LANE, CRAWFORD & Co.

FOR CHRISTMAS

THE BEST PRESENT FOR GENTLEMEN IS A BOX OF

ROSITA!!!

This Cigar is made of the finest selected SUMATRA TOBACCO by experienced workmen and has just been placed on the market.

TINNED BOXES OF 50 CIGARS \$4.25.

Obtainable at: THE HONGKONG CIGAR STORE. A. S. WATSON & CO. GRAECO-EGYPTIAN TOBACCO STORE. SHERIFF & BROS., 30, QUEEN'S RD. CENTL. SOLE IMPORTER: WILLEM HEYBLOM, 12, DES VŒUX ROAD, SECOND FLOOR, POWELL'S BUILDINGS, PHONE: 1687. Hongkong, 20th December, 1915.

WISEMAN, LIMITED.

TELEPHONE 407.

A FEW OF OUR LEADING LINES FOR CHRISTMAS. CHRISTMAS CAKES FROM \$2.00 EACH. A Rich Fruit Cake Encrusted with Almond Paste, Iced and Prettily Decorated. DUNDEE CAKES FROM \$2.00 EACH. (SCOTLAND'S CAKE). A Rich Fruit Cake, with Almonds on Top. SCHOOL CAKES FROM \$1.00 EACH. A Good Medium Quality Cake, with Almonds on Top, very suitable for Children. REAL SCOTCH SHORTBREAD FROM \$1.00 EACH. Mottos Piped on with Sugar, to order. YE OLDE ENGLISH CHRISTMAS PUDDINGS FROM \$2.00 EACH.

All our Cakes and Pastries are made under the personal supervision of our English Manager who was awarded Gold Medals in London, in 1912 and 1913, for Christmas Puddings and Dundee Cakes. The strictest attention to cleanliness in every detail is insisted on at our Bakery, and we guarantee that no substitutes of any description are used in the manufacturing of our goods. Hongkong, 13th December, 1915.

IT STANDS TO REASON

that the best proof of the excellence of any medical preparation is its continued popularity. Beecham's Pills have been before the public for upwards of half a century, and it is acknowledged that they are, now, in greater demand than ever. Their enormous sales are still on the increase. No medicine could achieve such a remarkable success unless it had proved itself to be of very real worth and practical value.

Beecham's Pills

have justified public confidence. In thousands of homes, to-day, experience has proved the beneficial results obtained from the use of these pills in cases of biliousness, sluggish liver, impaired digestion and a disordered condition of the bowels. It is a safe and prudent thing should you feel "out-of-sorts" to rely upon the curative properties of this excellent preparation. You will speedily find that Beecham's Pills

WILL DO YOU GOOD.

Sold everywhere in boxes, price 9/6 (36 pills) 1/114 (56 pills) & 2/9 (168 pills).

NEW ADVERTISEMENTS

TO LET—FURNISHED.

NO. 51 CONDUIT ROAD, 8 Rooms, 4 Baths, h & c, Ample Servants' Quarters, Two Tennis Courts. From 1st of March to end of year.
Apply to—
COLBOURNE LITTLE,
16 Bank Buildings,
Hongkong, 21st December, 1915. [1307]

NOTICE.

THE OFFICES OF CHINESE MARITIME CUSTOMS for Kowloon and District will be CLOSED to Public Business on THURSDAY, the 23rd December, 1915, and on the 1st, 2nd and 3rd January, 1916.
E. GORDON LOWDER,
Commissioner of Chinese Customs,
York Buildings,
Hongkong, 20th December, 1915. [1308]

HONGKONG STOCK EXCHANGE.

THE COMMITTEE has decided that the following shall be the Settlement Days for the year 1916:—

FRIDAY,	28th January.
MONDAY,	29th February.
WEDNESDAY,	29th March.
THURSDAY,	27th April.
TUESDAY,	30th May.
WEDNESDAY,	28th June.
FRIDAY,	28th July.
TUESDAY,	20th August.
THURSDAY,	28th September.
FRIDAY,	27th October.
TUESDAY,	28th November.
FRIDAY,	22nd December.

By Order of the Committee,
EDWARD M. RAYMOND,
Hon. Secretary,
HONGKONG STOCK EXCHANGE,
Hongkong, 21st December, 1915. [1309]

IN THE MATTER OF THE COMPANIES' ORDINANCES 1911 AND 1913.

AND
IN THE MATTER OF THE HONGKONG AND SOUTH CHINA STEAM FISHERIES COMPANY, LTD.
(IN LIQUIDATION).

FIRST AND FINAL RETURN OF CAPITAL.

NOTICE IS HEREBY GIVEN that a FIRST AND FINAL RETURN OF CAPITAL at the rate of 12 cents per Share will be payable on and after TUESDAY, the 28th December, 1915, at the Offices of the Undersigned, New Government Building, Hongkong, during Office hours.
No payment will be made to Shareholders without production of Share Certificates.
LOWE, BINGHAM & MATTHEWS,
Liquidators.
Hongkong, 21st December, 1915. [1310]

IN THE MATTER OF THE COMPANIES' ORDINANCES 1911 AND 1913.

AND
IN THE MATTER OF THE HONGKONG AND SOUTH CHINA STEAM FISHERIES COMPANY, LTD.
(IN LIQUIDATION).

NOTICE TO CREDITORS.

NOTICE IS HEREBY GIVEN that a FIRST AND FINAL DIVIDEND of 100 per cent. has been declared in the above matter and may be collected at the Offices of the Undersigned, New Government Building, Hongkong, on and after WEDNESDAY, the 22nd December, 1915.
LOWE, BINGHAM & MATTHEWS,
Liquidators.
Dated this 21st day of December, 1915. [1311]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

Payment of Final Dividend on Shares for the year ending 30th June, 1915.

THE Board having declared a FINAL DIVIDEND of 5% (five per cent), free of Income Tax, for the year ending 30th June, 1915, holders of Bearer Shares and holders of Dividend Warrants received from London on account of Registered Shares, will be paid their dividend on presenting No. 6 Coupon of the Bearer Shares, and Dividend Warrants on Registered Shares, to either of the following Banks at Shanghai or Tientsin:—
THE HONGKONG & SHANGHAI BANKING CORPORATION.
THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.
THE RUSSO-ASIATIC BANK.
THE BANQUE DE LA CHINE.
The payments will be made in either Dollars or Taels as the holder may wish, at the buying rate of exchange of the day.
GENERAL MANAGERS,
KAILAN MINING ADMINISTRATION,
Hongkong, 21st December, 1915. [1312]

S.S. "ATHOS"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being loaded and stored at their risks into the hazardous and extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unloaded after the 2nd December, at Noon, will be subject to rent and landing charges.
All Claims must be sent in to me on or before the 27th December, or they will not be recognized.
At damaged packages will be examined on Thursday, 23rd December, at 10 A.M.
No Fire Insurance has been effected.
P. THOMAS,
Agent.
Hongkong, 17th December, 1915. [1313]

INTIMATIONS

ROYAL HONGKONG GOLF CLUB.

COMPETITIONS will be held over the FANLING Course on MONDAY, 27th December, as follows:—

MORNING:—18 Holes Bogey Competition under Handicap. Entrance fee \$1.00.
AFTERNOON:—Mixed Foursomes Competition 18 holes Medal play under Handicap. Competitors must choose their own partners and opponents.

Entries can be made on the board in the Club Houses at HAPPY VALLEY and FANLING and in the HONGKONG CLUB, or may be sent in writing to the Undersigned, care of Messrs. BRADLEY & Co., Ltd.
Entrance fee \$2.00 per couple.

T. W. HILL,
Acting Hon. Secretary,
Hongkong, 18th December, 1915. [1285]

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 318, dated 25th September, 1883, of Fifty Shares Nos. 9311-9360 in this Company, standing in the name of Mr. WEI A K'WONG, of Hongkong, has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming another Certificate will be issued by the Company and thereafter no other will be acknowledged.
Dated 13th November, 1915.
C. PEMBERTON,
Secretary. [1277]

GREEN ISLAND CEMENT CO., LIMITED.

LOST.

APPLICATION has been made to this Company to issue Duplicate Certificate of 50 Shares in this Company in the name of Mr. ARTHUR ROBERT DONNELLY, or other Certificate or Certificates in lieu thereof upon Statement that the Original Certificate No. 4018-40 Shares numbered 23467723-4928 dated 31st February, 1910, has been LOST or DESTROYED; and NOTICE IS HEREBY GIVEN that if within 30 days from the date hereof no claim or representation in respect of such Original Certificate is made to the Company the undersigned will then proceed to deal with such application for duplicate. For the GREEN ISLAND CEMENT CO., LTD., SHEWAN TOMES & Co., General Managers.
Hongkong, 14th December, 1915. [1273]

NOTICE.

THE OFFICES of the NIPPON Yusen KAISHA are this Day REMOVED to the Ground Floor, KING'S BUILDING, Connaught Road Central (formerly occupied by the Pacific Mail Steamship Co.). Telephone numbers in use are 292 and 293 (Gates replacing No. 1241), with Sub-Exchange to each Department.
Hongkong, 20th December, 1915. [1302]

G. R. NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applications should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Hongkong, 10th July, 1915. [728]

PROPOSALS FOR FROZEN FRESH BEEF AND MUTTON—Headquarters Philippine Department, Office, Department Quartermaster, Manila, P.I.—Sealed Proposals will be received here until 15 Noon, March 7th, 1916, and then opened. For furnishing about 6,000,000 pounds Beef and 150,000 pounds Mutton. Further information on application. [1305]

UNIVERSITY OF HONGKONG.

DEMONSTRATOR IN ENGINEERING.

THE Services of a DEMONSTRATOR in ENGINEERING in the UNIVERSITY of HONGKONG are required. Preference will be given to a graduate in Engineering. For further particulars apply to the—
DEAN FACULTY OF ENGINEERING
UNIVERSITY HONGKONG,
Hongkong, 15th December, 1915. [1283]

WANTED.

A COMPRADEUR for an IMPORT and EXPORT Firm of long standing. Security required.
Apply to—
"COMPRADEUR"
Care of Mr. J. H. GARDINER,
Solicitor, Hongkong.
Hongkong, 18th December, 1915. [1286]

WANTED.

A FIRM doing IMPORT and EXPORT Trade in Hongkong and Canton desires to have an Active or Sleeping Partner to increase business. Good opportunity for investing money. Apply as regards conditions to—
"PARTNER"
Care of Mr. J. H. GARDINER,
Solicitor, Hongkong.
Hongkong, 18th December, 1915. [1297]

WANTED.

DAILY or RESIDENT NURSE for two Children at the Peak. Apply by letter enclosing copies of testimonials to—
"NURSE"
Care of "Daily Press" Office,
Hongkong, 10th November, 1915. [1164]

HOUSES TO LET

TO LET.

NO. 3, PEAK ROAD.

Apply to—
Dr. JORDAN,
Alexandra Buildings,
Hongkong, 16th December, 1915. [1280]

TO LET.

NO. 4, MOUNTAIN VIEW, PEAK.

Furnished or Unfurnished.
Apply to—
R. W. LEE-JONES,
Care of SHEWAN TOMES & Co.,
Hongkong, 15th December, 1915. [1282]

TO LET.

OFFICES in Queen's Building.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 8th December, 1915. [1281]

TO LET.

SUITE OF WELL FURNISHED ROOMS.

in Robinson Road Level, with or without board in English Private House.
Apply—
Care of "Daily Press" Office,
Hongkong, 26th November, 1915. [1282]

TO LET.

NOS. 11 and 13, GAGE STREET, from 1st January, 1916.

Apply to—
J. VINCENT BRAGA,
Toyo Kisen Kaisha,
Hongkong, 18th November, 1915. [1190]

TO LET.

NOS. 9 and 10, MOUNTAIN VIEW, PEAK.

Apply to—
M. J. D. STEPHENS,
Hongkong, 12th November, 1915. [1170]

TO LET.

"THE KENNELS," 188, Magazine Gap.

Thoroughly renovated and repaired.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 10th November, 1915. [1182]

TO LET.

RAVENSHILL EAST, Park Road, containing 4 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.

Apply—
DEACON, LOOKE, DEACON & HARBOR,
Hongkong, 18th October, 1915. [1094]

TO LET.

"GLENSHIEL," No. 141, Plantation Road, Peak, from 1st November, 1915.

Apply—
LINDSEY & DAVIS,
Hongkong, 18th October, 1915. [1089]

TO LET.

A HOUSE in Knutsford Terrace, Kowloon.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 24th October, 1915. [148]

TO LET.

OFFICES in St. George's BUILDING, Second Floor, Overlooking Harbour, immediate possession.

Apply to—
SHEWAN TOMES & Co.,
Hongkong, 3rd December, 1914. [39]

TO LET.

OFFICES at 2, Connaught Road.

OFFICES in King's Buildings, OFFICES in Des Vaux Road Central, HOUSES in CLIFTON GARDENS, Connaught Road, NEW HOUSES in Broadwood Terrace, HOUSES at the Peak, No. 1, MORETON TERRACE, Causeway Bay, GODOWNS, at Wanchai, Nos. 1, 2 and 3, WEST END TERRACE CANTON.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 4th November, 1915. [39]

TO LET.

THREE-ROOMED FLATS in Humphrey's Buildings, Kowloon.

FOUR-ROOMED FLATS in May Road, with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carrier System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings,
Hongkong, 24th November, 1915. [1177]

TO LET.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings,
Hongkong, 24th November, 1915. [1177]

FOR SALE.

4 TON cutter "ERIN" excellent condition, recently re-rigged. Owner leaving Colony. Reasonable price for immediate sale.

Apply—
"HARBOR"
Naval Yard,
Hongkong, 18th December, 1915. [1300]

INTIMATION

WINES AND SPIRITS

ASSORTED CASES FOR XMAS.

CASE No. 1—\$20.

3 Bottles St. Estephe Claret.
2 Bottles Sherry, Light Dry.
2 Bottles Port, Superior Light Invalid.
2 Bottles Gln.
1 Bottle Superior Old Liqueur Cognac.
1 Bottle Very Old Liqueur Scotch Whisky.
1 Bottle Dewar's Scotch Whisky.

CASE No. 2—\$26.

1 Bottle St. Marcoux Champagne.
1 Bottle Sparkling Burgundy.
3 Bottles Claret, St. Estephe.
1 Bottle Sherry, Superior Pale Dry, D Quality.
1 Bottle Port, Superior Light Invalid.
1 Bottle Superior Old Liqueur Cognac.
1 Bottle Very Old Liqueur Scotch Whisky.
1 Bottle Dewar's Scotch Whisky.
1 Bottle Gln.
1 Bottle Creme de Menthe.

CASE No. 3—\$30.

2 Bottles St. Marcoux Champagne.
1 Bottle Sherry Superior Pale Dry, D Quality.
2 Bottles Port, Superior Light Invalid.
1 Bottle Very Fine Old Brown Brandy.
1 Bottle Very Old Liqueur Scotch Whisky.
1 Bottle Dewar's Scotch Whisky.
3 Bottles Claret, St. Estephe.
1 Bottle Creme de Menthe.

SPECIAL CASES PUT UP TO ORDER.

A. S. WATSON & CO., LTD.

WINE & SPIRIT MERCHANTS.

HONGKONG OFFICE: 104, DES VAUX ROAD, C. LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 21st DECEMBER, 1915.

THE PRESS CENSORSHIP.

By degrees the Press Censorship is being relaxed. An innovation imported from Continental nations which have not attained to the same heights of freedom as ourselves, it has been found in practice quite unsuited to our circumstances. It is obviously absurd to expect the "censorship will of the people" to be exercised wisely if the people are kept in ignorance of the true position of affairs. This, we believe, explains more than anything else, the unsatisfactory response from certain sections of the community to the call to arms. To be consistent, conscription—another foreign product—should have been introduced, and there have not been wanting ardent advocates of this course, but the idea of compulsion is so repugnant to the British people that nothing short of proved necessity would induce them to accept it. As an alternative, Lord Dunsany's scheme has been adopted, and though we still await the figures which it was announced that Mr. Asquith would communicate to the House of Commons last Thursday, there seems to be every indication that the result will justify those who believed that the manhood of the nation would be found ready to make the sacrifices necessary to ensure victory. One of the objects of that victory, be it remembered, is to overthrow military despotism and enshrine liberty in its place, and it is that object, above all others, which has appealed to the masses in the United Kingdom, for the idea of invasion has never been seriously entertained. Obviously, therefore, it was incongruous to suggest the introduction of anything resembling the system which we are pledged to destroy, and it was not to be wondered at if the nation refused to surrender without adequate cause the popular rights which have been won only after centuries of struggle.

The Censorship, however, has not served merely to make the masses regard the war as an abstraction rather than as a living reality, and to induce first a feeling of airy optimism and then a sense of distrust. It has had the effect, also, of alienating from us the sympathies of neutral nations, who have been lavishly supplied with German "news" and have regarded our reticence as due to a desire to hide our failures. On this point we have convincing proof from Scandinavia, Holland and America, countries whose goodwill is of the utmost value. It was only recently that a deputation of American journalists pointed out to M. Briand, the French Foreign Minister, that through inadequate Press facilities the French War Office had allowed correspondents in Germany to circulate the first detailed reports of the great French victory in Champagne, thus completely biasing neutral opinion on the results of that battle. M. BRIAND is reported to have replied: "I will see that does not happen again," adding: "Your criticism is valuable, and I will make it my business to see immediately that American and the neutral nations are adequately informed as to the results of our future military efforts." The British Government, also, has arranged for daily bulletins of the progress of the campaign to be issued instead of withholding from the public for weeks, as in the earlier days of the war, news of important engagements. Last week the Press Bureau announced the suspension of the censorship in matters relating to foreign affairs, adding that in future "the directors of news agencies and newspapers will be responsible for this." Exactly what this signifies it is impossible to say, for there has never been any legal obligation resting upon newspapers to send anything to the Censor; they could always, if they chose, take the risk of a prosecution under the Defence of the Realm Act for publishing matters detrimental to the national interest. We suppose, however, that the abolition of the Censorship indicates a less meticulous attitude on the part of the authorities, and that only in extreme cases are proceedings likely to be instituted.

What steps, it seems pertinent to ask, do the Government of Hongkong propose to take in order to keep abreast of the more enlightened policy which is gradually being restored at Home? It is only fair to acknowledge that an improvement has taken place in the demeanor adopted towards the local Press since the beginning of the year, when the mistaken idea appeared to prevail that, in consequence of the war, the newspapers had lost all claim to an independent existence. But while we appreciate the change that has taken place, like Oliver Twist we ask for more. To us it seems an act of supererogation, comparable only to gilding refined gold, to submit to censorship news and articles which have appeared several weeks earlier in *The Times* and other influential London journals. In the first place it is only reasonable to assume that they have been passed by the Press Bureau, published by experienced and responsible journalists fully conscious of the consequences likely to follow any infraction of the defence of the Realm Act. In any case, if they were calculated to convey useful information to the enemy or to prejudice His Majesty's relations with friendly Powers, the damage would have already been done long before they reached us, and there is no doubt that Ruter would have advised us of any steps taken by the Government to vindicate the law, as in the case of *The Times* and, more recently, *The Globe*. The position in regard to Far Eastern matters is, admittedly, somewhat different, though it should not be forgotten that all the Powers are represented in London by their Legations, which are not likely to overlook anything appearing in a journal of first-class importance published in the capital. The only news, therefore, which would seem to stand in any need of censoring is that which the Hongkong newspapers obtain direct from their own representatives in the Colony and the Coast Ports. Anything which has previously been published in other British journals throughout the Far East and does not refer to Hongkong or the adjacent province might surely be allowed to pass, unless the authorities wish it to be understood that everything which appears in the local Press bears their imprimatur—a gratuitous assumption of responsibility more likely to prove embarrassing than of any practical value.

A mail for Europe via Siberia closes to-day at 5 p.m.

Mr. Frank Lamert has left for Sandakan, where he has been offered the post of accountant in the North Borneo Trading Co.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks a donation of \$25 to the funds of the Hospital from the Rev. T. H. Carter.

During the week ending December 26th one non-fatal British case of diphtheria was reported and seven cases of enteric fever, three of which proved fatal. These cases consisted of one British, one Portuguese, one Indian and the rest Chinese.

Mr. Christopher Ted, of Messrs. Jardine, Matheson & Co's. Hankow branch, having been recommended for a commission, is leaving for Home this month. Upwards of thirty young men of Messrs. Jardine, Matheson & Co's. staff are stated to have joined the army since the beginning of the war.

The death occurred at the Government Civil Hospital on Sunday of Mr. A. J. R. King, who was formerly engaged in journalistic work in Hongkong and Shanghai. He was a very accomplished musician, and had acted as organist at St. Peter's Church. The late Mr. King took a trip to Australia on medical advice, but his health failed to improve, and he was admitted to hospital in Hongkong a few days ago. Death was due to acute lung trouble.

LICENSING BOARD AND THE PRESS.

AN OFFICIAL DISCLAIMER.

A meeting of the Licensing Board was held yesterday to consider the application by Mrs. Clara Clegg for a licence for the Alexandra Café. The licence was granted.

The CHAIRMAN made the following statement—"It is the wish of the members of the Board that I should draw attention to remarks which have appeared in the public Press to the effect that the representatives of the Press have been required to withdraw when business which would be of interest to the public was to be discussed and that in camera methods were to be depressed, or words to that effect. I may say that in the case which gave rise to these remarks no business was transacted after the representatives of the Press had left, and that on no occasion is business transacted which could have any interest for the public without the representatives of the Press having an opportunity of being present.

ABSENT SHIP'S OFFICER.

CHARGED AT THE MARINE COURT.

At the Marine Court yesterday, Alan Cameron, supernumerary 2nd officer on the s.s. *Hangang* was charged by Capt. P. H. Rolfe, Marine Superintendent of Messrs. Jardine, Matheson & Co., Ltd., with unlawfully absconding himself without leave from his ship from December 14th to December 16th.

Capt. Rolfe stated that defendant only joined the ship on December 14th, and obtained leave to go ashore. When he came aboard on December 16th he went to his room without reporting for duty. The ship was chartered to the Admiralty, and the master, in view of this officer's conduct, refused to go to sea with him.

The defendant stated that he thought he had leave until 3.30 p.m. next day. The case was dismissed, defendant being warned not to repeat the offence.

MARINE COURT CASES.

P.C. S. R. Moore (Police Reserve) charged the masters of the steam launches *Wai Hung* and *Hoi Nam* before Commander Beckwith at the Marine Court yesterday with carrying passengers in excess of the number allowed.

Giving evidence in the first case, P.C. Moore said the launch on her trip to Yau-mat was very crowded and had a bad list. There were 150 passengers on board, besides children. There was no control of the numbers carried by these ferries.

The coxswain stated that on each trip the shroff collected the fares and furnished a list to the office.

The case was dismissed, there being no further evidence in support of the charge. The case against the master of the *Hoi Nam* was adjourned.

Two boatwomen were fined \$10 each for being outside of more than five boats lying alongside the s.s. *Sf. Alban*.

THE WAR.

BRITISH LINES GASSED NEAR YPRES.

GERMAN ATTACK EASILY REPULSED.

ENEMY'S "SEARCH" OF NORTH SEA.

PREPOSTEROUS TALE FOR HOME CONSUMPTION.

ARTILLERY DUEL IN GALLIOLI.

VISCOUNT FRENCH'S FAREWELL.

GENERAL.

[THROUGH REUTER'S AGENCY.]

FIELD-MARSHAL FRENCH'S FAREWELL.

GLORIOUS ENDING TO WAR NOT FAR DISTANT.

LONDON, December 19th.

Field Marshal Viscount French, in a farewell message to the Army in France, says:—"In relinquishing the command of the British army in France, I wish to express to the Officers, non-commissioned officers and men with whom I have been so closely associated for the last sixteen months, my heartfelt sorrow at parting before the campaign in which we have been so long engaged together has been brought to a victorious conclusion. I have, however, the firmest conviction that there will be such a glorious ending to their splendid and heroic efforts, and I look towards the final goal with intense interest, and in the most confident hope. The success so far attained has been due to that indomitable spirit and dogged tenacity which knows no defeat, and to the heroic courage, so abundantly displayed, of the rank and file of the splendid army which it will ever remain the pride and glory of my life to have commanded for over sixteen months of incessant fighting."

ASSURED OF GLORIOUS FUTURE.

"The Regulars and the Territorials, the Old Army and the New Army," continued the Field Marshal, "have ever shown these magnificent qualities in an equal degree. At this sad moment of parting, my heart goes out to those who have received life-long injury. I think with sorrow of that great and glorious host of beloved comrades who have made the greatest sacrifice, that of laying down their lives for their country. In saying goodbye to the British Army in France, I ask them once again to accept this expression of deepest gratitude and heartfelt devotion, and my earnest good wishes for a glorious future, which I feel is assured."

YOUNG RECRUITS.

MAGNIFICENT RESPONSE TO THE CALL.

LONDON, December 20th.

The calling up of recruits is generally welcomed in all quarters. There is no indication of the numbers available at present, but it is pointed out that while Great Britain is now calling up the four youngest classes, Austria is already calling up men of 46 years of age. The admirable spirit in which the first recruits responded to the call augurs well for the response of future levies.

LORD DERBY ON RECRUITING.

PROBABLE END OF THE WAR.

LONDON, December 19th.

Lord Derby, speaking on Sunday afternoon at a meeting in London, said he was convinced that the statement of the results of recruiting would show that the country was absolutely right, and that probably the end of the war would come sooner than many expected.

[THROUGH REUTER'S AGENCY.]

MADE IN GERMANY.

NAVAL CREATIONS FOR HOME CONSUMPTION.

LONDON, December 20th.

The German Admiralty announces "Our fleet last week searched the North Sea for the enemy and then cruised to Skagge Rock, watching the shipping and examining fifty-two vessels. They seized one with contraband aboard. During the whole time the British Naval forces were nowhere visible."

The statement is preposterous, and is obviously intended for German consumption to offset the losses in the Baltic.

GERMAN SCHEMES IN AMERICA.

YET ANOTHER PLOT DISCOVERED.

NEW YORK, December 19th.

A bank clerk named Schleindl, who is secretary to Paul Koenig, head of the German Secret Service in the United States (whose arrest has already been announced) has been arrested. He is charged with the larceny of documents and cablegrams which it is alleged were handed by him to German Government representatives.

The detectives say that Schleindl has confessed that he obtained information of shipments of munitions from private records at the Bank where he was employed. When arrested, a telegram was found in his pocket regarding the shipment of two million rifles for the Allies.

Schleindl admitted that he was a German Reservist.

Koenig and Lyndcker have been released on bail of \$10,000 and \$8,000 respectively.

QUARREL ON "PEACE SHIP."

THE PILGRIMS' PROGRESS.

CHRISTIANIA, December 19th.

Mr. Ford's "Peace Pilgrims" have arrived. There was no official or other reception, merely Pressmen going aboard.

Mr. Ford said the British were most gracious at Kirkwall, but none of the party was allowed to land there. Mr. Ford had the impression in Kirkwall that the British wished for peace, and he thought this was the case with the other belligerents' peoples. He said the basis of peace must be a *status quo ante bellum*.

Mr. Ford denied that there had been any disagreement on board, but said that some of the members would leave the expedition at Christiania because they were sick. American journalists on board confirmed the story of a quarrel, which was due, they said, to some members refusing to sign a protest against President Wilson's policy.

The party arrived at Christiania and proceeded quietly to the hotels.

FIGHTING IN PERSIA.

PETROGRAD, December 20th.

A *communiqué* states that an enemy detachment was severely punished at Lake Mendziel. Big enemy forces were repulsed at Kuchkek, between Teheran and Hamadan.

[THROUGH REUTER'S AGENCY.]

SECOND "ANCONA" NOTE. WHAT DEPENDS ON THE REPLY.

NEW YORK, December 19th.

A forecast of the second *Ancona* Note reiterates that the American demands are based upon the admission of the Austrian Admiralty, and leaves no doubt that Austria will have to reply promptly, and that the rupture or the maintenance of relations will depend on the reply.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

NORWEGIAN STEAMER SUNK.

LONDON, December 19th.

The Norwegian steamer *Nico* has been sunk. Eleven survivors and the pilot have been landed.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

BRITISH LINES GASSED. ANTI-GAS MEASURES MOST SUCCESSFUL.

LONDON, December 20th.

An official announcement states that the enemy on Sunday morning gassed the British lines north east of Ypres, this being accompanied by a heavy bombardment. Except at a few places, where they were repulsed before reaching our lines, our fire prevented the Germans leaving their trenches. Our anti-gas measures were also most effective, and the line is everywhere intact.

Hostile artillery were unusually active east of Ypres, and west and south of Messines. The enemy exploded two mines in front of our trenches, east of Arras, and attempted to occupy the craters, but were driven off.

METZ BOMBARDED.

AMSTERDAM, December 19th.

According to a German *communiqué*, hostile airmen bombarded Metz on Saturday night, damaging property.

BOMBARDMENT OF GERMAN WORKS.

PARIS, December 19th.

A *communiqué* states that the bombardment of German works and encampments in the Apremont sector, south-east of St. Mihiel, continued into the night and yielded excellent results.

A squadron of French aeroplanes bombed the Sablon station at Metz.

ARTILLERY ACTIVITY.

PARIS, December 20th.

A *communiqué* confirms the British announcement regarding the fighting in Belgium. The French artillery were likewise active in Artois, between the Somme and the Oise, and in Champagne, destroying trenches and scattering working parties.

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

ARTILLERY DUEL AT DARDANELLES.

PARIS, December 20th.

A *communiqué* states that there has been a lively artillery duel at the Dardanelles.

FAR EASTERN MEN AND THE WAR.

Mr. J. Wright, formerly in the employ of the Shanghai Gas Company, is now Corporal in "G" Company, Royal West Kent Regiment, and is acting as drill instructor at the Chatham Training Depot.

Mr. Christopher Tod, of Messrs. Jardine, Matheson & Co., Ltd., son of Mr. and Mrs. H. Tod, of Shanghai, having been recommended for a commission left Hankow on the 16th instant.

A Field Post-card has been received from Mr. T. Rowley-Evans of the Public Works Department, Shanghai, dated Nov. 5th, which reads as follows:—"I have been admitted into hospital wounded and am going on well. I am being sent down to the base."

A KULTUR THREAT.

MASSACRE OF PRISONERS IN THE EVENT OF FAMINE.

Dr. Heinz, a Liberal member of the Reichstag, has published a book containing the statement that if the Allies continue the war, hoping by hunger to rob the German armies of the fruits of victory, no German doubts that the Staff will employ ultimately such measures as the expulsion of millions of the inhabitants of occupied territories, and the slaughter of hundreds of thousands of prisoners of war who are consuming German stocks of food.

FIRES IN HONGKONG.

THREE PERSONS BURNED TO DEATH.

Three fires occurred in different parts of the Colony during the week-end.

Two Chinese women and a small boy perished in a fire which broke out in a matchbox at La Kong village on Saturday. Considerable damage was also done to property.

An eating-house at Sai Kok took fire on Saturday, and stock to the value of about \$250 was destroyed.

An outbreak of fire occurred in a furniture store in Lun Fat Street, Wan-chai, early yesterday. The Fire Brigade were unable to prevent the flames spreading to the two adjoining houses, and all three were practically destroyed. Two women were injured by fire and falling rubbish and were conveyed to hospital. The cause of the outbreak has not been ascertained, nor can the damage be estimated.

"BEGINNING OF THE END."

FOLLY OF PREMATURE HOPES OF VICTORY.

M. Joseph Reinisch, who, under the signature of "Polybe," has proved himself one of the most acute writers on the war, discusses in the *Figaro* the "beginning of the end."

The exact date of the beginning of the end, he declares, will be the day when the Germans shall have been driven completely out of France and Belgium, and not until then. M. Reinisch repeats his belief, as he has constantly asserted it in the *Figaro*, even in the days after the defeat of Mons and Charleroi, in the absolute certainty of the final victory of the Allies. He explains:—

"My certainty is of a moral and at the same time of a mathematical nature—moral because it is impossible that the Europe which represents right should be beaten; mathematical because we and our Allies have the strength to win; our numbers and our material strength have grown, and will not cease to grow, while the German strength and reserves are decreasing. I am also convinced that the determination which broke Napoleon's enterprises and those of Charles V. will break the Germans, but I have always said that the war will be long and difficult. The redoubtable German beast of war is not easily mastered."

"If I were asked to fix the probable date of the end I would not reply three years, or two years, or four years; I would give the reply of Diogenes, when asked by a traveller 'How long will it take me to reach Athens?' 'I don't know,' replied the philosopher, whereupon the traveller, who was in a hurry, replied 'If you are going to walk at that pace you will be at Athens in an hour.'"

"Tell me the quantity of shells, munitions, and guns of every calibre that the British, Russian, French, and Italian war workshops are making; tell me how many recruits you are turning into soldiers; and it takes some months to make a soldier, a real soldier, out of the most sporting man; tell me also to what extent the General Staffs of our different armies have realised the extraordinary changes the war has brought about; then I might give you the approximate date, but then only. In Great Britain each man who enlists shortens the duration of the war; in the same way, every shell made on this side of the Channel shortens the war; all interruption of work prolongs it. This is as clear as that two and two make four."

"The position in regard to trench war is not less important, and it also is capable of mathematical calculation. I have seen many French and many British trenches; I have seen German trenches which were captured at Verdun, at Arras, at Cambrai, and elsewhere. Even in ruins they seemed impregnable. These fantastic mazes of trench and sap, these fortifications which sheltered machine-guns, these villages and woods transformed into fortresses, were once German; we are there now. How did we get them? It was first of all the work of the artillery, but no matter how destroyed the line may be it still resists. This is the moment for infantry which still alone can give victory. But here war has been transformed. The old classic method of infantry attack has disappeared, and now assaults are made in one bound under crushing bursts of fire, which go over the successive waves of men hurling themselves forward. It is to these new tactics of artillery and infantry that we owe our victories."

"We must look to the consequences of these victories. This war is not the war of Jena, Austerlitz, and Waterloo, nor is it the simple siege warfare of Troy, Sebastopol, and Paris; consequently if anyone has imagined at the news of the victories in Artois and Champagne that the cavalry action consisted in a frenzied pursuit, as at Jena, and at Friedland, he has been dreaming. The Germans are dug in on their second line of trenches, and from these they will have to be dislodged by the same artillery and infantry tactics which forced them to leave their first line. It may be that they have a third line; if so, when they are driven from that then the victory which is still only tactical will become strategic. Victory in modern war is much slower than formerly; still, there will come a day when we shall have fought the Germans from trench to trench back to their frontiers; on that day, and not until then, we shall have reached the beginning of the end. Do not let us talk yet of the end of the war, but let us increase our patience and our tenacity in working for victory."

GERMAN SOLDIERS' LETTERS.

GREAT CHANGE IN TONE.

In the *Revue de Paris*, M. Pierre Bouthoux gives an interesting study of the opinions of the German soldiers on the war, as gathered from their own letters. A considerable number of such letters have already been published in the Press, but this collection is more co-ordinated, and contains more material. In the letters quoted we still find a plenty of the furious and senseless hatred of the German for everything not made, like himself, in the Fatherland, but mingled with the bragging and the boasting come frequent admissions that the French are "intelligent and brave," and that General French's troops fight "with unexampled courage." As for the Russians, a Hanoverian writes to a friend expressing rage at all the lies that the German Press has circulated about the Russian army: "If ever you meet any of the 'paper-spoilers' who talk rubbish such as that the Russian army is a horde of scamps, without arms and dressed in rags, gas him in a way that he will not soon forget!" The Hanoverian even saw some Russian prisoners so well equipped that the Germans condescended to "exchange" boots with them!

In general the Kaiser's troops appear still to believe in victory, though they are annoyed that it should be so long in coming. They describe with almost comical horror the mud in which they wallow, the abominable fire of the French artillery, and all the minor miseries of the campaign. In reply to some correspondent who reported that there was not much enthusiasm in Berlin, one of them writes: "Here, too, there is no sign of enthusiasm. We all do our duty in silence—when we do it. The tales of the newspapers make us smile (on the days when we do not laugh outright) at the contrast they present with the reality."

The most striking feature of the letters collected by M. Bouthoux is the anger of the men at the front when they speak of what is going on in Germany. "We are indignant," says one, "at the frivolity shown by the population at home, which goes to the cinema and music halls whilst we are shedding our blood out here." Another writes that he has just read the regulations restricting the sale of bread, which show that they are beginning at last to feel the war elsewhere than at the front. "God takes His measures all the same to chastise the German people. Thanks be to Him for that!" A third, dating from the trenches in the north of France, says: "We are very angry here with a certain class of folk at home—bulwarks of cafes and tramway politicians—who complain because they have not their roll in the morning, who consider that the operations are conducted too slowly, and who even loudly clamour for the right to dance and amuse themselves. I should like to see that sort of hero here. They do not deserve that we should fight for them!"

WONDERFUL ESCAPE FROM GERMANY.

FRENCH SOLDIER'S DETERMINATION.

A striking tale of adventure was related to the *Flushing Telegraph* by a French soldier, Raoul Courouble, who was taken prisoner near Marbais, and who recently succeeded in escaping from Germany.

He was first interned at Friedrichsfeld. The camp there, he says, is surrounded by a strong barrier of electrically charged wires.

Courouble managed to procure civilian clothes by gradually collecting each separate article. On November 27th the plans for escape were to be carried out. Courouble, with some companions, crawled out through the barrier and all but one were safely on the other side when the last prisoner touched the wire and loudly called out. This was a signal for a general alarm. Guards shouted, orders were given, dogs barked, and the garrison was in a general uproar. Soldiers seized him and treated him extremely roughly.

To prevent them escaping, Courouble and his companions were handcuffed and subsequently imprisoned at Bechum. There they spent two months in gaol. For fourteen days they had to stay in a pitch dark cell receiving only 250 grammes of black bread and water. They were then imprisoned for a month in the fortress of Wesel.

Later they were transported to the prison camp known as the prisoners as Senne-lager. Their hair was cut short on one side and half of their moustaches were shaved for the purpose of emphasizing their "dangerous" character.

When spring came, Courouble was sent to work in a wood, and with a couple of friends he again tried to escape. They hid themselves under a pile of wood and during the night got away. They succeeded in reaching the frontier near Benheim, and only a small piece of ground remained to be crossed when the fugitives were suddenly confronted by a patrol and arrested. Courouble pretended to be a Dutchman. His captors took him and his companions in custody and the commandant of the Senne-lager recognised the fugitives. Courouble had again to undergo a series of severe punishments, after which he was once more sent back to the Senne-lager.

Summer thus passed, and Courouble made another plan for flight. With 125 marks in their possession and some maps of the country, he and some friends dug a tunnel under the electric wire barricade. The tunnel which they dug during one dark night opened them a way to the artillery park. There, after outwitting the sentries, they once more reached the open fields.

For thirteen days and nights they hid in the woods, suffering hunger and always in fear of being caught. At last they reached Poppe, in Dutch territory, and freedom. This was on October 8th. In three weeks, Courouble said, he will join his old regiment.

THE SHIPPING CHAOS.

STILL HIGHER FREIGHTS IN PROSPECT.

So far the effect on freights of the new Orders in Council has been negative rather than positive. They have caused the volume of chartering to diminish. Owners hesitate to charter their vessels to load grain from America to ports of the Allied countries, since it seems probable, but is not yet certain, that the words "foreign ports" in the new Licensing Order include "Allied ports." This picture licenses being refused for such trade and then, when their vessels are approaching North America, the Requisitioning Committee coming on the scene and "commandeering" the ships for a voyage to this country with grain. They were disposed to regard an outward voyage from this country with coals as rather safer. The rate for coals to Port Said is now about 49s. per ton, or seven times the rate before the war, so that, even though there may be an intention to bring the vessels home in ballast, the cargo steamer owner's share is always on a higher scale.

It is important to remember that the effect of all the Government's shipping measures, so far as they have had any effect, has been to raise the freights for all vessels not immediately involved. The system of requisitioning ships for Government service has been the most powerful influence of all. The greater the number that may be requisitioned by the new committee the better the prospects for those that are left untouched.

Even the excess profits tax, the last Budget has served to harden freights. There is now noticeable a tendency to excuse rising freights on the ground that the State will take half of the surplus profits, but an example will show that, while the State's share is increasing, the cargo steamer owner's share is always on a higher scale.

Before the new tax was introduced the time cargo steamer charter rate per deadweight per month was 17s., as compared with about 4s. before the war. On a rough basis, without calculating increased working costs, the excess profit may therefore be taken at 13s., of which the State takes 6s. 6d. The amount received by the owner is 6s. 6d. and 4s., making 10s. 6d. per ton per month. For a steamer of 8,000 tons deadweight, a rate of only 10s. would give a return of £4,000 per month, or £48,000 per annum, whereas such a vessel a few years ago may well have cost less to build.

These figures are now being much improved upon. The time charter rate has risen to about 23s., so that on the same basis the excess profit is 18s. The State's share is 9s. 6d. per ton per month, and the owner's return is 6s. 6d. and 4s., making 13s. 6d. per ton per month, or at the rate of £65,000 per annum. There is every indication that the upward movement will now be much encouraged by State tinkering with the shipping problem. In the absence of the relief to the situation which could be given by expert management, the merchants have to pass on all the extra charges, and the person who is really saddled with the cost—the consumer—has to pay as complacently as he may.—*The Times*.

SHIPBUILDING AND THE WAR.

According to the annual report of Lloyd's Register of Shipping, despite the losses incurred by the Mercantile Marine through the war, the tonnage of vessels classed in Lloyd's Register Book at the close of the year ended June 30th, 1915, was 300,000 tons in excess of that at the corresponding date in 1914. The report shows that of 10,542 vessels of a total tonnage of 24,174,577 tons, 5,599 vessels of an aggregate tonnage of 13,299,948 tons are British, leaving 4,943 ships, of an aggregate tonnage of 10,874,629 tons for the rest of the world. Merchant shipbuilding in the United Kingdom has necessarily fallen off owing to the great demands upon the resources of the country for the production of war vessels. Construction has been greatly delayed, and in some cases entirely stopped—not only in the United Kingdom, but in all the belligerent countries. This has naturally given an impetus to the industry elsewhere, particularly in the United States, in Japan, in Scandinavia, and in Holland. The increase is most marked in America, where there are at present under construction and on order, for classification with Lloyd's Register, the largest amount of tonnage upon record for that country.

Among vessels built or building during the past twelve months under the special survey of Lloyd's are two steamers of the Monitor type, in which the side plating is worked in corrugated form. The principle of corrugation has also been applied under tests to secure additional strength for water-tight bulkheads and steel hatch covers. The tonnage classed during the year includes 20 vessels of 171,081 tons, built upon the Isherwood system of longitudinal framing. Up to date there have been built, or are in course of construction, by the Society's classification, over 300 of these vessels, totaling 1,675,000 tons gross. The number of vessels intended to carry petroleum in bulk classed during the year is 29 vessels of 120,324 tons. Development has also taken place in geared turbines and in British-built Diesel engines.

As a result of the war and the use of frozen meat for the armies in the field the demand for vessels fitted with refrigerating machinery has been abnormal, and every effort has been made to complete the vessels under construction for this special trade, whilst some vessels originally constructed for carrying fruit are having their refrigerating appliances modified to enable them to carry meat, which requires a greater degree of refrigeration. The report states that the use of frozen meat by the French and Italian armies will naturally remove, or at least diminish, the prejudice against such food which existed in those countries, and it may be assumed that after the war there will be such an expansion in this branch of trade as will materially affect both the production of meat and its overseas carriage.

SHIPPING

ARRIVALS

HIKOSAN MARU, Japanese str., 3,215, S. Okayama, 18th December—Mojoi 18th December, Coal—Mitsui Bussan Kaisha.

HURAN, British str., 1,143, Wm. McDonald, 20th December—Wuhu 18th December, Rice—Butterfield & Swire.

TSINGTAU MARU, Japanese str., 1,200, K. Takashima, 18th December—Changwangtao 11th December, Coal—Doddwell & Co.

TRIENSHIN, British str., 1,930, Cogan, 20th December—Cheo 14th December, General—Butterfield & Swire.

TONGUNG, Norwegian str., 1,031, C. Cornelsen, 20th December—Swatow 18th December, Rice—Thoresen & Co.

CLEARANCES

IN THE HARBOUR MASTER'S OFFICE.
December 20th.

DEVAWONGSE, British str., for Saigon.

VANG, Norwegian str., for Saigon.

DEPARTURES

December 20th.

CHRIAN MARU, Jap. str., for Haiphong.

HADIS, Norwegian str., for Hoihow.

HONGKONG, British str., for Canton.

PHANANG, British str., for Bangkok.

SOSHU MARU, Jap. str., for Canton.

SHANTUNG, British str., for Canton.

UOLU, British str., for Canton.

VESSELS EXPECTED

CANADIAN MAIL

The str. *Empress of Japan* left Yokohama on Friday, the 10th inst., at 2 p.m. and is due to arrive at Vancouver to-morrow.

THE ENGLISH MAIL

The str. *Novara* left Singapore for this port on the 15th inst., at noon, with the outward English mails, and is due here to-day, at about day-light.

MERCHANT STEAMERS

The str. *Glenlogie* is expected here from London to-morrow.

LATEST STEAMER MOVEMENT

The str. *Shingo Maru* which sailed from San Francisco on 20th November, is expected to arrive at this port via Hongkong, Japan ports, and Manila this morning.

VESSELS ON THE BEAT

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN, PORTS, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMSTERDAM, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE STEAMSHIP

Capitain G. Manley, carrying His Majesty's Mails, will be dispatched from this port on or about THURSDAY, the 30th December, 1915, taking Passengers and Cargo for the above Ports, in connection with the C.O.S. s.s. *Malaya*, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding via Bombay to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. *Parisi*, due in London about the 14th Feb. 1916.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
W. D. FARE
For Superintendent.

Hongkong, 18th December, 1915.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ITOLA,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo including the discharge of the vessel will be landed at once, at Consignees' risk and expense.
Cargo remaining on board at Noon, after the 24th inst., will be landed at Consignees' risk and expense.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 18th December, 1915.

AMERICAN AND MANCHURIAN LINE

NOTICE TO CONSIGNEES

FROM NEW YORK AND COLOMBO

THE Steamship

"KIOTO,"
Captain J. A. Smith, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.
All broken, charred, and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, 24th Dec., at 10 A.M.
All Claims must be presented within FIVE DAYS of the Steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th Dec. will be subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 14th December, 1915.

VESSELS ADVERTISED AS LOADING

to ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Hake Pier. 3. From Hake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	DATE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NANKIN	Brit. str.	1 m.	G. Manley	P. & O. S. N. Co.	About 30th inst.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NOVARA	Brit. str.	1 m.	H. R. Hetherington	P. & O. S. N. Co.	About 14th Jan.
MARSHALLS, LONDON & SINGAPORE, &c.	KASHIMA MARU	Jap. str.	1 m.	Tabata	NIPPON YUSEN KAISHA	On 28th inst., at Noon
MARSHALLS, LONDON & SINGAPORE, &c.	ATHOS	Frech. str.	1 m.	Shiohse	MESSAGERIES MARITIMES	On 28th Jan.
MARSHALLS, LONDON & SINGAPORE, &c.	YOKOHAMA MARU	Jap. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 3rd inst. at Noon
VICTORIA, B.O. & SHANTUNG VIA KHEUNG, &c.	MANILA MARU	Jap. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 4th Jan. at 3 P.M.
VICTORIA, B.O. & SHANTUNG VIA KHEUNG, &c.	KASHIMA MARU	Jap. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 18th Jan.
BOSTON & NEW YORK	SEIYO MARU	Jap. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 18th inst., at Noon
SAN FRANCISCO VIA SHANGHAI & JAPAN	ABAKAN	Dut. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 18th Jan.
SAN FRANCISCO	PERSEA MARU	Jap. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 18th inst., at Noon
SAN FRANCISCO VIA MANILA & JAPAN	EMPEROR OF JAPAN	Jap. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 9th Jan.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGUE	Brit. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	About 31st Jan.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	KITO MARU	Jap. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 2nd Feb.
MEXICAN, PERUVIAN & OTHER PORTS VIA JAPAN	ST. ALBANS	Brit. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 18th Feb.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 8th Jan.
AUSTRALIAN PORTS VIA MANILA	CHANGHUA	Brit. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	To-day, at 11 A.M.
AUSTRALIAN PORTS VIA MANILA	KASHIMA MARU	Jap. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 14th Jan. at 4 P.M.
DELAGO BAY, DURBAN, EAST LONDON, &c.	HUTACHI MARU	Jap. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 21st Jan.
NAGASAKI, KOBE & YOKOHAMA	CHANGHUA	Brit. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 4th inst.
SHANGHAI	CHANGHUA	Brit. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 4th Jan., at 10 A.M.
SHANGHAI, KOBE & MOJOI	CHANGHUA	Brit. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	To-day, at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	CHANGHUA	Brit. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
SHANGHAI	CHANGHUA	Brit. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	To-day.
SHANGHAI, KOBE & MOJOI	CHANGHUA	Brit. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	To-morrow, at D'light
SHANGHAI, KOBE & YOKOHAMA	CHANGHUA	Brit. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 23rd inst., at 4 P.M.
SHANGHAI	CHANGHUA	Brit. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 24th inst., at D'light
SHANGHAI, KOBE & MOJOI	CHANGHUA	Brit. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 24th inst.
SHANGHAI, KOBE & YOKOHAMA	CHANGHUA	Brit. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 24th inst.
SHANGHAI, KOBE & MOJOI	CHANGHUA	Brit. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 24th inst.
SHANGHAI	CHANGHUA	Brit. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 24th inst.
SHANGHAI, KOBE & YOKOHAMA	CHANGHUA	Brit. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 24th inst.
SHANGHAI, KOBE & MOJOI	CHANGHUA	Brit. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 24th inst.
SHANGHAI	CHANGHUA	Brit. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 24th inst.
SHANGHAI, KOBE & YOKOHAMA	CHANGHUA	Brit. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 24th inst.
SHANGHAI, KOBE & MOJOI	CHANGHUA	Brit. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 24th inst.
SHANGHAI	CHANGHUA	Brit. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 24th inst.
SHANGHAI, KOBE & YOKOHAMA	CHANGHUA	Brit. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 24th inst.
SHANGHAI, KOBE & MOJOI	CHANGHUA	Brit. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 24th inst.
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SHANGHAI, KOBE & YOKOHAMA	CHANGHUA	Brit. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 24th inst.
SHANGHAI, KOBE & MOJOI	CHANGHUA	Brit. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 24th inst.
SHANGHAI	CHANGHUA	Brit. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 24th inst.
SHANGHAI, KOBE & YOKOHAMA	CHANGHUA	Brit. str.	1 m.	Shiohse	NIPPON YUSEN KAISHA	On 24th inst.
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P. & O. S. N. CO. TOYO KISEN KAISHA. P. & O. S. N. CO.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NOVARA and YOKOHAMA	Capt. H. R. Hetherington, R.N.R.	21st Dec.	Freight and Passage
LONDON and BOMBAY via NAA/TN	Capt. G. Manley	About 30th Dec.	See Special Advertisement
SHANGHAI, MOJI, KOBE, NELLORS and YOKOHAMA	Capt. A. M. King	About 7th Jan.	Freight and Passage
LONDON and BOMBAY via NOVARA	Capt. H. R. Hetherington, R.N.R.	About 14th Jan.	Freight and Passage

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to—

E. V. D. PARR,

For Superintendent.

Hongkong, 20th December, 1916.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHENG TU"	On 21st Dec., 10 A.M.
MANILA, CEBU and ILOILO	"YINGCHOW"	On 21st Dec., 4 P.M.
SHANGHAI	"YINGCHOW"	On 21st Dec., 4 P.M.
PAKHAI and HAIPHONG	"KAIFONG"	On 22nd Dec., 10 A.M.
SHANGHAI	"SHANTUNG"	On 23rd Dec., 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 28th Dec., 4 P.M.

DIRECT SAILINGS TOWARD RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck; left on "TAMING" and "TEAN."

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "ANHUI," "CHENAN," "LIANGCHOW," "LUOHOW," "YINGCHOW" and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Hongkong, 21st December, 1915. TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

FOR

SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 21st Dec., at 2 P.M.
"HAITAN"	Capt. J. S. Thomson	TUESDAY, 23rd Dec., at 2 P.M.
"HAIMUN"	Capt. A. H. Stewart	TUESDAY, 28th Dec., at 1 P.M.

*The s.s. "Haiching" for Amoy Passengers only.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 20th December, 1915.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "ITOLA," 5,257 tons, Captain Butler, will be despatched for SHANGHAI, KOBE and MOJI on 31st December.

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 6th December, 1915.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	...	On 31st Dec., 11 A.M.
EMPIRE	...	On 16th Jan., 11 A.M.
EASTERN	...	On 31st Jan., 11 A.M.
ALDENHAM	...	On 23rd Feb., 11 A.M.

* Fitted with wireless Telegraphy.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A fully qualified Doctor and Stewards are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Steamer	Tons and Speed	Leave Hongkong
SHENYO MARU	22,000—21 knots	TUES., 23rd Dec.
KYO MARU	17,200—15 knots	SATURDAY, 8th Jan.
PERSIA MARU	9,000—17 knots	About 31st Jan.
CHIYO MARU	22,000—21 knots	TUES., 25th Jan.
DAIREN MARU	8,000—14 knots	TUESDAY, 1st Mar.
TENYO MARU	22,000—21 knots	TUES., 15th Feb.
NIPPON MARU	11,000—5 knots	TUESDAY, 25th Feb.
ANYOMARU	18,500—15 knots	SATURDAY, 11th Mar.

* Cargo only.

† Proceeding to South America Ports.

Steamer via Shanghai leaves at Noon.

via Manila at 10:30 A.M.

FIRST CLASS TO LONDON	£71.10... RETURN (6 MONTHS) £120.
" " " NEW YORK	£60. " " " £96.10.
" " " SAN FRANCISCO	£45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS.

MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

FOR CORONEL VIA JAPAN PORTS, HONOLULU, SAN FRANCISCO

LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA.

IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Tons and Speed	Sails
KIYO MARU	17,200—15 knots	SATURDAY, 8th Jan.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, AGENT, King's Building.

TELEPHONE 291.

[216]

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	PORTHOS	On or about 30th Dec.

HOMEWARD	STEAMER	TO SAIL
MARSEILLES via HAIPHONG	ATHOS	On 8th Jan.
SAIGON and PORTS	PORTHOS	On 22nd Jan.

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Weekly branch line from Saigon to Haiphong.

Branch line connecting every four weeks at Colombo, for Calcutta.

State Rooms 1st, 2nd and 3rd Classes.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR	STEAMER	TO SAIL
VICTORIA AND TACOMA via MANILA, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA	MANILA MARU	Leaving TUESDAY, 4th Jan., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted for carrying Silk, Treasure and Perak.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG, AND COLOMBO.

FOR	STEAMER	TO SAIL
LUZON MARU	T. Miyata	THURSDAY, 23rd Dec., at 7 A.M.

FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

FOR	STEAMER	TO SAIL
ANPING AND TAKAO via SWATOW AND AMOY.	SOSHU MARU	Leaving THURSDAY, 23rd Dec., at 8 A.M.

FOR HAIPHONG VIA HOIHOW.

FOR	STEAMER	TO SAIL
DAIGI MARU	T. Konishi	Leaving WEDNESDAY, 22nd Dec., at 10 A.M.

These Steamers of Coast and Foreign Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).
For FURTHER INFORMATION, apply to

H. YAMAUCHI

Second Floor, No. 1, Queen's Building.

PROPOSED SAILINGS OF MAIL STEAMERS FOR MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

Steamer	Leave	Leave	Leave	Leave	Due at	Due at
YOKOHAMA	to	SHANGHAI	HONGKONG	Connecting Steamer to MARSEILLES and LONDON	MARSEILLES	LONDON
Dec. 18	NANKIN	Dec. 26	Dec. 30	MALOJA	Jan. 29	Feb. 5
Jan. 2	NOVARA	Jan. 10	Jan. 14	ARABIA	Feb. 12	Feb. 19
Jan. 16	KASHIMARU	Jan. 24	Jan. 28	KARAWALA	Feb. 26	Mar. 4
Jan. 30	SARDINIA	Feb. 7	Feb. 11	KHEDIVE	Mar. 11	Mar. 18
Feb. 13	NAMUR	Feb. 21	Feb. 25	MEDINA	Mar. 26	Apr. 2
Feb. 27	NANKIN	Mar. 6	Mar. 10	MONGOLIA	Apr. 8	Apr. 15
Mar. 13	NOVARA	Mar. 21	Mar. 25	MALWA	Apr. 22	Apr. 29
Mar. 27	MALTA	Apr. 4	Apr. 8	MOOLTAN	May 6	May 13

† Steamers proceed via Bombay.

Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

F.A.R.S.

The Fares to London and Marseilles are as follows:—

1st Saloon	"A"	Accommodation	Single	Return	LONDON
2nd Saloon	"A"	"	"	"	£111, £102, £78, £72
1st Saloon	"A"	Accommodation	Single	Return	MARSEILLES
2nd Saloon	"A"	"	"	"	£70, £64, £50, £46, £44, £42

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (NON-TRANSIT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGER AT REDUCED RATES

PROPOSED SAILINGS.

STEAMERS	Leave	Leave	Leave	Leave	Due at	Due at
YOKOHAMA	SHANGHAI	HONGKONG	SWETTENHAM	MARSEILLES	LONDON	LONDON
about 1916	about 1916	about 1916	about 1916	about 1916	about 1916	about 1916
NELLORE	Jan. 17	Jan. 27	Feb. 2	Feb. 8	Mar. 9	Mar. 16
MONGARA	Jan. 31	Feb. 10	Feb. 16	Feb. 23	Mar. 23	Mar. 30
NORE	Feb. 23	Mar. 9	Mar. 15	Mar. 21	Apr. 10	Apr. 27
NAGOYA	April 10	April 20	April 26	May 2	June 1	June 9

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON: 1st Saloon £58 Single, £87 Return, 2nd Saloon £42 Single, £63 Return

FARES TO MARSEILLES: 1st Saloon £54 Single, £84 Single, £63 Return

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to—

E. V. D. PARR,
FOR SUPERINTENDENT.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DISPATCH	STEAMERS	TONS	SAILING DATES
MARSEILLES and LONDON	KASHIMA MARU	21,000	THURSDAY, 30th Dec., at Noon.
VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MISHIMA MARU	16,000	THURSDAY, 13th Jan., at Noon.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	YOKOHAMA MARU	15,500	THURSDAY, 23rd Dec., at Noon.
	SADO MARU	15,500	TUESDAY, 11th Jan., at Noon.
SYDNEY and MELBOURNE via MANILA, BANGALANG, THURSDAY, ISLAND, TOWNVILLE & BRISBANE	NIKKO MARU	9,600	FRIDAY, 14th Jan., at 4 P.M.
	HITACHI MARU	13,500	TUESDAY, 15th Feb., at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and LANGOON	KAGA MARU	12,500	SATURDAY, 25th Dec.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	PENANG MARU	8,000	MONDAY, 3rd Jan.
SHANGHAI, MOJI and KOBE	BOMBAY MARU	8,000	FRIDAY, 24th Dec.
SHANGHAI, KOBE and YOKOHAMA	ATSUTA MARU	16,000	FRIDAY, 31st Dec., at 10 A.M.
NAGASAKI, KOBE and YOKOHAMA	HITACHI MARU	9,600	FRIDAY, 14th Jan., at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	COLOMBO MARU	8,000	SATURDAY, 25th Dec.

* Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 600	To Marseilles 1st Single Yen 600
" " 2nd Single " 400	" " 2nd Single " 350
" " Return " 800	" " Return " 550
To London, Southampton, Liverpool via New York £80.13.0	
To Victoria, Vancouver, Seattle, Montreal £20.2.0	
To Sydney, 1st Single £40	To Melbourne, 1st Single £41
To Yokohama, 1st Return £72	To Kobe, 1st Return £73.16
" 2nd Return £30	" 2nd Return £31.35

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUNOKI, MANAGER.

HONGKONG Nos 292 and 1941.

